SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Transportation
Keith Millhouse, Ventura County Transportation Commission

SPECIAL MEETING OF THE

EXECUTIVE/ADMINISTRATION COMMITTEE

PLEASE NOTE DATE & TIME
Wednesday, September 19, 2012
4:00 p.m. - 4:30 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Conference Room Policy A
Los Angeles, CA 90017
(213) 236-1800

Available via Videoconference
Available via Teleconference
(Location information is attached)

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at (213) 236-1993 or via email salcido@scag.ca.gov

Agendas & Minutes for the Executive/Administration Committee are also available at: www.scag.ca.gov/committees/eac.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1993. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

TELECONFERENCE AND VIDEOCONFERENCE LOCATIONS
(Pursuant to Government Code Section 54953)

SPECIAL EXECUTIVE/ADMINISTRATION COMMITTEE MEETING
WEDNESDAY, SEPTEMBER 19, 2012
4:00 PM – 4:30 PM

EAC MEMBERS PARTICIPATING VIA TELECONFERENCE	
1. Hon. Lisa Bartlett, Dana Point, TCA	Dana Point City Hall 33282 Golden Lantern Street Dana Point, CA 92629
2. Hon. Glen Becerra, Simi Valley, District 46	Southern California Edison 2244 Walnut Grove, Room 475 Rosemead, CA Ontario, CA 91770
3. Hon. James Johnson, Long Beach, District 30	320 S. Robertson Boulevard Los Angeles, CA 90048
4. Hon. Paula Lantz, Pomona, District 38	Tri City Mental Health Center 2008 N. Garey Avenue Pomona, CA 91767
5. Randall Lewis, Ex-Officio	Lewis Group Companies 1156 N. Mountain Avenue Upland, CA 91785
6. Hon. Keith Millhouse, Moorpark, VCTC	2945 Townsgate Road, Suite 200 Westlake Village, CA 91361
7. Hon. Judy Mitchell, Rolling Hills Estates, District 40	Rolling Hills Estates City Hall 4045 Palos Verdes Estates Drive North Rolling Hills Estates, CA 90274-2596
8. Hon. Greg Pettis, Cathedral City, District 2	Cathedral City Hall 68700 Avenida Lalo Guerrero Cathedral City, CA 92234
9. Hon. Kris Murray, Anaheim, District 19	Anaheim City Hall 200 S. Anaheim Blvd. Anaheim, CA 92805
10. Hon. Dennis Zine, Los Angeles, District 50	Los Angeles City Hall 200 N. Spring Street, Room 450 Los Angeles, CA 90012
EAC MEMBERS PARTICIPATING VIA VIDEOCONFERENCE	
11. Hon. Carl Morehouse, San Buenaventura, District 47	Ventura Regional Office 950 County Square Drive #101 Ventura, CA 93003
12. Hon. Cheryl Viegas-Walker, El Centro, District 1	Imperial Regional Office 1405 N. Imperial Avenue, Suite 1 El Centro, CA 92243

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Agenda at your Tele- and Video-conference Locations.

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Executive/Administration Committee

Members – September 2012

	Members		Representing	
Chair	**1.**	**Hon. Glen Becerra**	**Simi Valley**	**District 46**
Vice-Chair	**2.**	**Hon. Greg Pettis**	**Cathedral City**	**District 2**
2nd Vice-Chair	**3.**	**Hon. Carl Morehouse**	**San Buenaventura**	**District 47**
Imm. Past Pres.	**4.**	**Hon. Pam O'Connor**	**Santa Monica**	**District 41**
	5.	Hon. Lisa Bartlett	Dana Point	TCA
	6.	Hon. James Johnson	Long Beach	District 30
	7.	Hon. Paula Lantz	Pomona	District 38
	8.	Mr. Randall Lewis	Ex-Officio	Lewis Group of Companies
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	10.	Hon. Keith Millhouse	Moorpark	VCTC
	11.	Hon. Judy Mitchell	Rolling Hills Estates	District 40
	12.	Hon. Kris Murray	Anaheim	District 19
	13.	Hon. Jeff Stone		Riverside County
	14.	Hon. Cheryl Viegas-Walker	El Centro	District 1
	15.	Hon. Alan Wapner	Ontario	SANBAG
	16.	Hon. Dennis Zine	Los Angeles	District 50
	17.	VACANT		CEHD Vice-Chair
	18.	VACANT		Tribal Government Representative

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EXECUTIVE/ADMINISTRATION COMMITTEE SPECIAL MEETING AGENDA SEPTEMBER 19, 2012

The Executive/Administration Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE
(Hon. Glen Becerra, President)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all public comments to twenty (20) minutes.

PRESIDENT'S REPORT

EXECUTIVE DIRECTOR'S REPORT

APPROVAL ITEMS		**Page No.**
1. Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP) ***(Huasha Liu, Director of Land Use and Environmental Planning)*** **Recommended Action:** That the EAC, acting on behalf of the Regional Council, approve the conformity analysis for the 2013 FTIP.	**Attachment**	**1**
2. Approval of Final 2013 Federal Transportation Improvement Program (FTIP) ***(Rich Macias, Director of Transportation Planning)*** **Recommended Action:** That the EAC, acting on behalf of the Regional Council, approve the Final 2013 Federal Transportation Improvement Program (FTIP) and adopt the corresponding Resolution No. 12-542-1 and forward to the funding agencies.	**Attachment**	**60**
3. Contracts $200,000 or Greater: Contract No. 12-033-C1 – Integrated Transit and Land Use Planning for the Foothill Boulevard/5th Street Bus Rapid Transit (BRT) Corridor ***(Basil Panas, Acting Chief Financial Officer)*** **Recommended Action:** That the EAC, acting on behalf of the Regional Council, approve Contract No. 12-033-C1, with Transportation Management Design (TMD), Inc., in an amount not-to-exceed $379,291, to conduct a study of integrated transit and land use planning for the Foothill Blvd/5th Street Bus Rapid Transit (BRT) Corridor in San Bernardino County.	**Attachment**	**123**

APPROVAL ITEMS - continued **Page No.**

4. Contracts $200,000 or Greater: Contract No. 12-043-C1 – On-Call Economic Advisory and Outreach Services **Attachment** **127**
(Basil Panas, Acting Chief Financial Officer)

   Recommended Action: That the EAC, acting on behalf of the Regional Council, approve Contract No. 12-043-C1, with multiple consultants, in an amount not-to-exceed $1,000,000, to provide on-call economic advisory and outreach services for a two-year period.

5. SCAG Memberships and Sponsorships **Attachment** **132**
(Sylvia Patsaouras, Acting Director of Strategy, Policy and Public Affairs)

   Recommended Action: That the EAC, acting on behalf of the Regional Council, approve the following memberships and sponsorships described below in this report.

ADJOURNMENT

REPORT

AGENDA ITEM NO. 1

DATE: September 19, 2012

TO: Executive/Administration Committee (EAC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, (213) 236-1838, liu@scag.ca.gov

SUBJECT: Conformity Analysis for the 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
That the EAC, acting on behalf of the Regional Council, approve the conformity analysis for the 2013 FTIP.

EXECUTIVE SUMMARY:
Pursuant to federal and state law, SCAG is responsible for developing the regional FTIP. The 2013 FTIP is a multi-modal list of capital improvement projects to be carried out over the next six fiscal-year period that implements the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG staff has determined that the 2013 FTIP meets the transportation conformity requirements set forth under the U.S. Department of Transportation's (DOT) Metropolitan Planning Regulations and U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

The Conformity Analysis for the 2013 FTIP was originally scheduled for review and approval by the Regional Council (RC) on September 6, 2012. However, due to a lack of quorum of the RC meeting, this item is presented today to the EAC for review and approval, who will be acting on behalf of the RC. Action is needed before the next regularly rescheduled RC meeting given that staff seeks approval to forward the Final 2013 FTIP to SCAG's respective funding agencies for review and approval by October 1, 2012.

STRATEGIC PLAN:
This item supports Strategic Plan Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
SCAG is the designated Metropolitan Planning Organization (MPO) under federal law and the multi-county designated transportation planning agency under state law for the six-county Southern California region. SCAG is responsible for developing the FTIP in cooperation with the State (Caltrans), the County Transportation Commissions (CTCs) and public transit operators. The 2013 FTIP includes projects and programs totaling $32.5 billion in fiscal years FY 2012/2013 to 2017/2018.

Under the U.S. DOT's Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Regulations, the Draft 2013 FTIP needs to pass five (5) conformity tests: 1) consistency with the plans and programs of the 2012-2035 RTP/SCS; 2) regional emissions analysis; 3) timely implementation of transportation control measures; 4) financial constraint; and 5) and interagency consultation and public involvement. The draft conformity analysis demonstrated a positive conformity finding and was presented to the EEC for information on July 5, 2012. The draft conformity analysis was released for a 30-day public review and comment as part of the 2013 FTIP document. Two (2) public hearings were also held as part of the public review process. The public comment period concluded August 3, 2012. All of the comments

have been responded to and only one (1) organization provided comments on conformity including conformity findings, modeling, and transportation control measures (TCMs).

FISCAL IMPACT:
Work associated with this item is included in the last FY11-12 Overall Work Program (10-025.SCG0164.01: Air Quality Planning and Conformity) and the current FY12-13 Overall Work Program (11-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENTS:
1. Final 2013 FTIP Executive Summary Volume I of III
2. 2013 FTIP Response to Public Comments Matrix
3. See also EAC Agenda Item No. 2 – Approval of Final 2013 FTIP

Attachment 1

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

EXECUTIVE SUMMARY
Volume I of III

FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

2013

FY 2012/13–2017/18
September 2012

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Our VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

Our MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

REGIONAL COUNCIL MEMBERS

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First Vice President: Greg Pettis, Cathedral City
Second Vice President: Carl Morehouse, San Buenaventura
Immediate Past President: Pam O'Connor, Santa Monica

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Riverside County: Jeff Stone, Riverside County | Jim Hyatt, Calimesa | Darcy Kuenzi, Menifee | Ron Loveridge, Riverside | Greg Pettis, Cathedral City | Lupe Ramos Watson, Indio | Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County | Ginger Coleman, Apple Valley | Paul Eaton, Montclair | Ed Graham, Chino Hills | Jon Harrison, Redlands | Bill Jahn, Big Bear Lake | Larry McCallon, Highland | Deborah Robertson, Rialto

Ventura County: Linda Parks, Ventura County | Glen Becerra, Simi Valley | Bryan A. MacDonald, Oxnard | Carl Morehouse, San Buenaventura

Tribal Government Representative: Mark Calac, Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Jerry Amante, Tustin

Riverside County Transportation Commission: Mary Craton, Canyon Lake

San Bernardino Associated Governments: Alan Wapner, Ontario

Ventura County Transportation Commission: Keith Millhouse, Moorpark

Transportation Corridors Agency: Lisa Bartlett, Dana Point

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FINAL 2013

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

(FISCAL YEAR 2012/13-2017/18)

EXECUTIVE SUMMARY

(Volume I of III)

September 2012

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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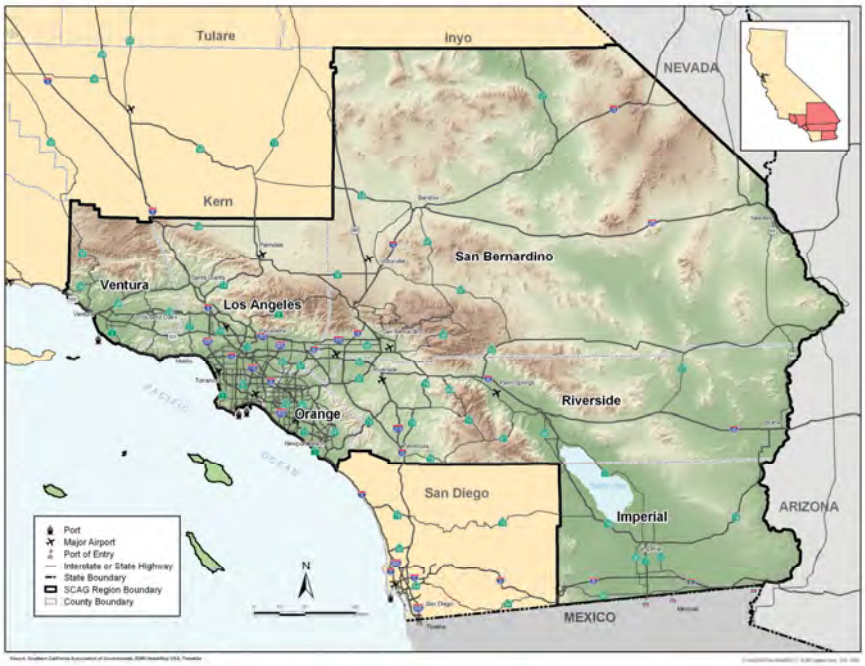
EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2013 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2012/13 – 2017/18 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2013 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS).

SCAG Region



TRANSPORTATION CONFORMITY

CONFORMITY DETERMINATIONS FOR THE 2013 FTIP

The 2013 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2013 FTIP under the required federal tests.

✓ **Consistency with 2012-2035 RTP/SCS Test**

Finding: SCAG's 2013 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 13 - 26 in Section II of the Technical Appendix.

Finding: The regional emissions analyses for the 2013 FTIP update the regional emissions analyses for the 2011 FTIP as previously amended and the 2012-2035 RTP/SCS.

Finding: The 2013 FTIP regional emissions analysis for PM2.5 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2013 FTIP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2013 FTIP regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion), Searles Valley portion of San Bernardino County, and for the SSAB (Imperial County portion).

Finding: The 2013 FTIP regional emissions analysis for $PM_{2.5}$ and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ Timely Implementation of TCM Test

Finding: The TCM project categories listed in the 1994/1997/2003/2007 Ozone State Implementation Plans (SIPs) for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

✓ Inter-agency Consultation and Public Involvement Test

Finding: The 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/publicparticipationplan/). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

On July 5, 2012 the Draft 2013 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2013 FTIP on July 19th and 26th, 2012 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, and Chinese languages (please see Section V of the Technical Appendix or visit http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec05.pdf to view these notices). The Draft 2013 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

✓ Financial Constraint Test

Finding: The 2013 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2013 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

PROGRAM SUMMARY

The 2013 FTIP includes projects and programs totaling $32.5 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of fund sources categorized as federal, state, and local sources. Figure 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 16 percent is from state funds, and 60 percent is from local funds.

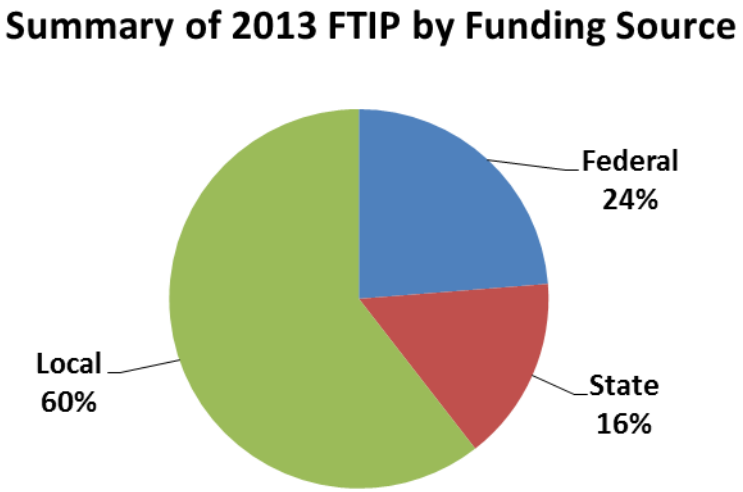


Figure 1 Summary of 2013 FTIP by Funding Source (in 000's)				
	Federal	*State*	*Local*	*Total*
2012/13	$ 2,010,509	$1,994,712	$ 4,651,318	$ 8,656,539
2013/14	$ 1,129,811	$1,067,283	$ 3,110,771	$ 5,307,865
2014/15	$ 1,029,174	$ 756,208	$ 4,074,886	$ 5,860,268
2015/16	$ 964,744	$ 666,869	$ 4,514,906	$ 6,146,519
2016/17	$ 1,715,834	$ 570,266	$ 2,445,846	$ 4,731,946
2017/18	$ 809,938	$ 23,373	$ 989,587	$ 1,822,898
Total	$ 7,660,010	$5,078,711	$ 19,787,314	$32,526,035
% of Total	24%	16%	60%	100%

Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total $32.5 billion in the FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program, and 39 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2013 FTIP).

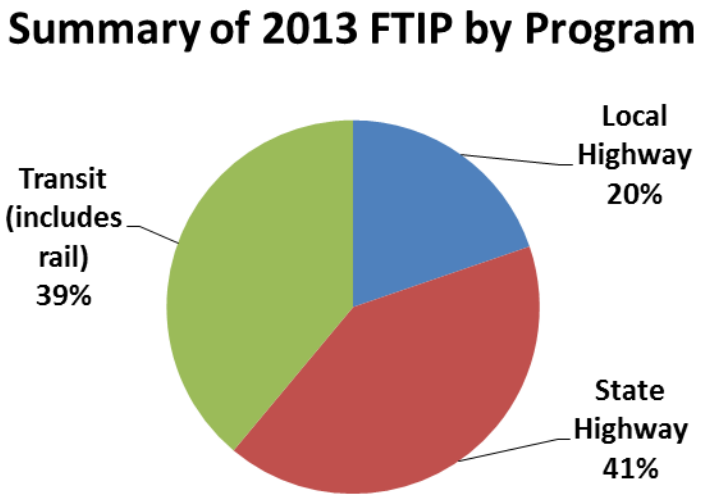
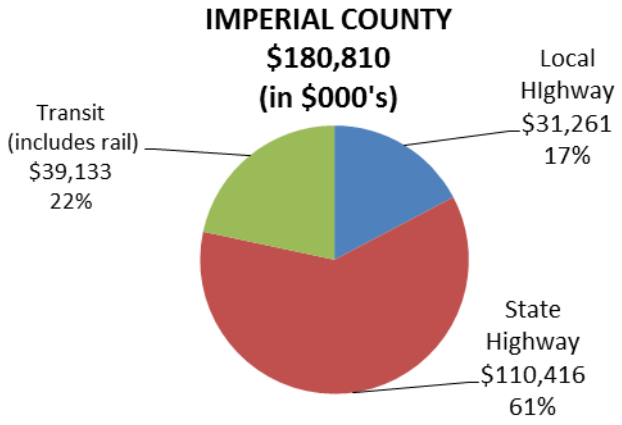
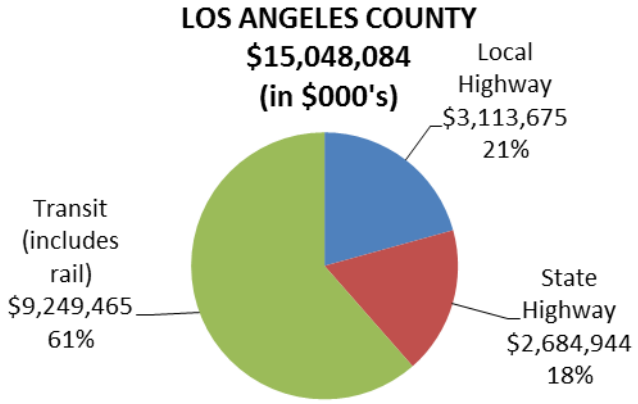


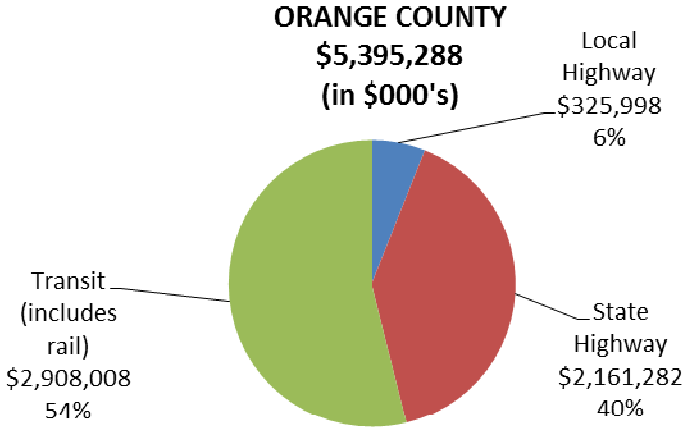
Figure 2
Summary of 2013 FTIP by All Programs
(in 000's)

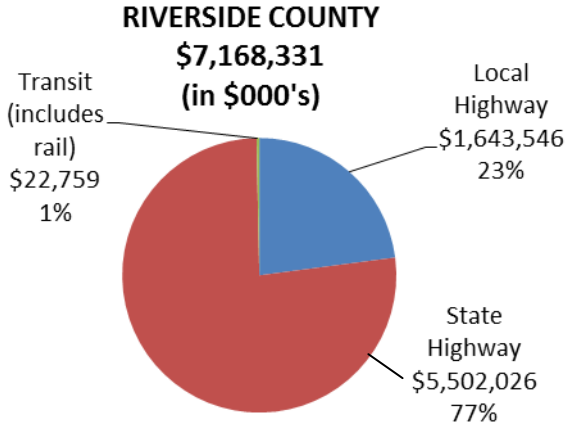
	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2012/13	$ 1,641,709	$ 4,523,823	$ 2,491,007	$ 8,656,539
2013/14	$ 1,600,882	$ 1,649,967	$ 2,057,016	$ 5,307,865
2014/15	$ 1,164,124	$ 2,281,977	$ 2,414,167	$ 5,860,268
2015/16	$ 828,724	$ 2,982,238	$ 2,335,557	$ 6,146,519
2016/17	$ 815,072	$ 1,769,180	$ 2,147,694	$ 4,731,946
2017/18	$ 323,540	$ 381,202	$ 1,118,156	$ 1,822,898
Total	$ 6,374,051	$ 13,588,387	$ 12,563,597	$32,526,035
% of Total	20%	41%	39%	100%

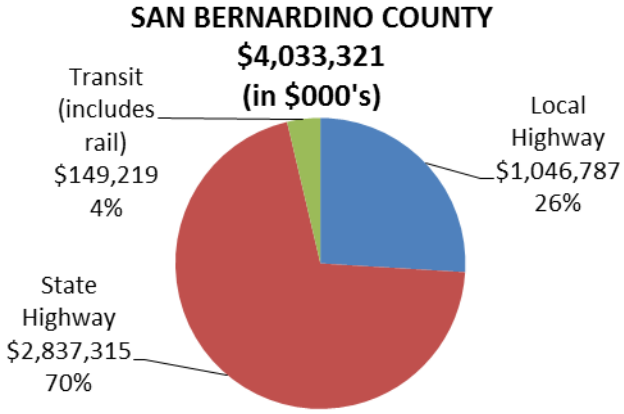
The six pie charts below summarize the funds programmed in the 2013 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

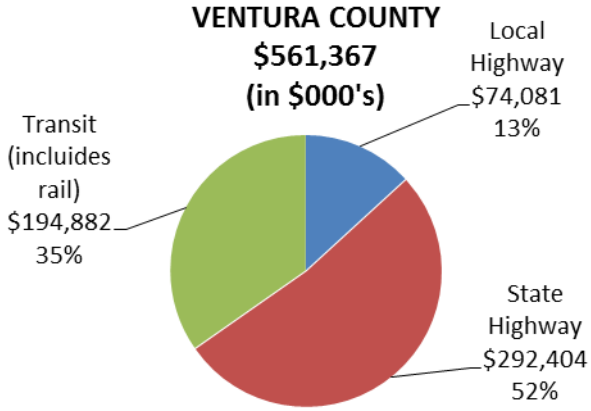












Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2013 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2013 FTIP. As stated in our Compliance Procedure for Environmental Justice in the Transportation Planning Process (October 2000), "since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations … , the TIP is also presumed to meet these expectations." SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012).

Additionally, a key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf .

As stated earlier in this document, the 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/publicparticipationplan/). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

On July 5, 2012 the Draft 2013 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2013 FTIP on July 19th and 26th, 2012 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, and Chinese languages (please see Section V of the Technical Appendix or visit http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec05.pdf to view these notices). The Draft 2013 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

Likewise, the Guidelines for the 2013 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2013 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 1, 2011. SCAG received comments on September 8, 2011 from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2013 FTIP were approved by the SCAG Regional Council on October 6, 2011. For additional information on the 2013 FTIP Guidelines, please visit http://www.scag.ca.gov/ftip/pdf/final/2013/Final2013FTIPGuidelines.pdf .

Economic Impacts of FTIP Program Expenditures
The FTIP's Investment Plan in terms of Economic Growth and Job Creation

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six-year time period beginning in 2012/2013 and ending in 2017/2018. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations, and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. The total employment impact of the FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average
SCAG	139,207	82,983	86,389	83,524	60,885	20,936	78,985
Los Angeles County	67,948	42,151	42,239	32,738	26,082	6,310	36,244
Orange County	28,913	19,268	18,080	17,212	12,383	8,652	17,418
San Bernardino County	14,857	10,280	7,495	7,968	12,208	1,592	9,066
Riverside County	24,392	9,362	16,724	24,049	8,258	3,985	14,461
Ventura County	2,563	1,504	1,557	1,259	1,629	304	1,469
Imperial County	534	418	294	298	325	93	327

Over the six-year period, the FTIP program will generate an annual average of approximately 79,000 jobs in the six-county SCAG region. In addition, the rest of the state of California will benefit from spillover impacts of an additional 5,500 jobs per year on average, and an additional 18,000 jobs per year on average will accrue to other states throughout the U.S.

Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations, and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

FINAL
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM //2013

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2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 13-1	19-Jul-12	Pauline Chow,	Safe Routes to School National Partnership	Reviewed the FTIP and asked for clarification on the following topics: 1. The FTIP needs to include a set of metrics to evaluate each project's impact on walking and biking within the SCAG region. There is no evidence of barriers/obstructions that are posed by freeway off ramps to biking and walking. 2. Metrics should prioritize and identify the best return on investment within the region and focus exclusively on active transportation. 3. Currently working with SCAG staff to request the excel format of the FTIP in order to properly break out the information and projects that focus exclusively on active transportation. Ms. Chow thanked SCAG for providing such a detailed and well executed FTIP and also noted that she along with her colleagues would be submitting formal written comments.	See response to comment #13-7, regarding performance criteria for the next Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS" or "Plan") and Federal Transportation Improvement Program ("FTIP") updates. Additionally, note that SCAG identified performance measures related to active transportation in the 2012-2035 RTP/SCS, Active Transportation Appendix.	19-Jul-12

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 13-2	24-Jul-12	Andrew Yoon	Caltrans – District 7	Question asked at the July 24, 2012 Transportation Conformity Working Group meeting- - Why a Santa Clarita project on the I-5 freeway was no longer a TCM in the Draft 2013 FTIP?	Project LA0G440 was incorrectly marked as a Non-Exempt. The correction has been made to identify this project as a Transportation Control Measure (TCM) in the Draft 2013 FTIP. Mr. Yoon has been informed of the change.	24-Jul-12
FTIP 13-3	26-Jul-12	David Salgado	Imperial County Transportation Commission (ICTC)	Thanked SCAG staff for their assistance in the process, noting that everyone has always been helpful and in particular thanked Kurt Walker for his help.	Comment Noted.	24-Jul-12
FTIP 13-4	31-Jul-12	Abhijit Bagde	Caltrans	Thank you very much for providing us an opportunity to review SCAG's Draft 2013 FTIP. My compliments to you and your staff for preparing an excellent document. Please include response to the comments below when submitting final 2013 FTIP to Caltrans. Let me know of any questions. Thank you. General comments: 1. Please ensure that project listings included in the final 2013 FTIP are available in CTIPS by October 1, 2012.	Comment Noted. SCAG will upload the 2013 FTIP to the California Transportation Improvement Program System	31-Jul-12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					(CTIPS) by October 1, 2012	
				2. For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program rather than the FTIP.	There are no Metropolitan Planning funds programmed in SCAG's 2013 FTIP.	
				3. Technical Appendix Volume II of III, Section IV Attachment E: EPSP: Please note that using EPSP projects can be moved, advanced and/or delayed, within the 4-year FSTIP cycle as long as capacity to implement project exists in the year of obligation.	Changes to the Expedited Project Selection Procedure (EPSP) language of the FTIP Guidelines require SCAG to go through its consultation, review and approval process. SCAG will address the requested language change in the next FTIP Guidelines update process.	
				Financial Summary: 1. Provide the financial summary in the electronic format (see 2013 FSTIP Resources section under link below) when submitting final 2011 FTIP to Caltrans. http://www.dot.ca.gov/hq/transprog/oftmp.htm 2. 5307 FTA transfer funds: See comment no. 6 below.	SCAG will transmit the financial summary in electronic format when submitting the final 2013 FTIP to Caltrans.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Project Listings:		
				1. LA0B408: Construction phase is programmed over multiple years. Please clarify if each year a separate authorization will be requested.	Yes the TCR funds will require annual authorizations.	
				2. 0C2500: Please confirm if construction phase programmed in FY 2015/16 is fully funded.	Caltrans in discussion with SCAG agree that the construction programming for the subject project will be updated via amendment #1 to the 2013 FTIP.	
				3. Draft 2013 FTIP includes projects (e.g. LAF5101, LA0F010, LAF5704, LAF5305 only few projects are listed here) that do not have any funding programmed within the 4-year period of the 2011 FTIP. Clarify why these projects are programmed. Include a note in the project description if these projects are included in the 2011 FTIP for the environmental document approval.	Projects programmed in years 5 and 6 of the 2013 FTIP are for informational purposes as allowed by federal requirements.	
				4. RIV100103: Please note in the project description that this an AC conversion project.	The project was updated as requested.	
				5. LA0F075, LA0G841, VEN20101, VEN54070: 5307 FTA transfer funds are not listed in the financial summary.	The FTA funding is reflected under the FTA 5307 line item in the financial plan.	
				6. SBD20020812: Please note in the project description if this is an AC conversion	The project was updated as requested.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				project. 7. VEN990609: Please change the fund type from "STP-RIP" to "STIP-AC". 8. LA0G447: FTA funding is programmed over multiple year. Please confirm if each year a separate grant approval request will be made to FTA. 9. LAF5806: Local funds programmed in the amount of $312,000 are programmed in FY 2015/16 which is inconsistent with 2012 STIP as shown below. Please confirm.	The project was updated as requested. Yes, there will be an annual grant request to FTA. The project has been updated consistent with the 2012 STIP.	
FTIP 13-5	3-Aug-12	Rye Berg	Safe Routes to School National Partnership	Official Comment Letter: **RE: 2013 Federal Transportation Improvement Plan** On behalf of the Safe Routes to School National Partnership (National Partnership) , I would like to thank SCAG for its leadership in creating a new Active Transportation Division and the creation of the Active Transportation, Transportation Finance, Sustainability, and Public Health subcommittees. We are excited to work with SCAG over the coming years to ensure that Southern California becomes a safer and healthier place to walk and bicycle to school and in daily life. Upon review of the Draft 2013 Federal		3-Aug-12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Improvement Program, the National Partnership would like to provide you with the following comments:		
				Of primary concern is the lack of transparency in the current format of the document that makes it extremely difficult to analyze the extent to which active transportation projects have been included in the project lists. In addition, the document clearly defines the effects that transit and motorized vehicles have on our transportation system and environment but does not clearly illustrate the benefits of active transportation. With this being said, we would like to thank SCAG staff for providing us with assistance and additional information upon our request.	The document and project lists are formatted per guidance from Caltrans and the federal agencies. SCAG, along with the County Transportation Commission, will continue to work with our partners to ensure that the document is transparent.	
				As was noted in the discussions over the 2012 RTP/SCS, funding for Active Transportation needs to be increased to improve safety and promote public health. Only a small fraction of the money in the FTIP (2.3 percent) is allocated to projects that include bicycling and pedestrian components. It must also be noted that in many of these projects, bicycling and pedestrian components make up only a small percentage and thus the total funding is actually much lower. The 2012 RTP/SCS only includes 1.3 percent of all the funding for bicycling and pedestrian projects.	The SCAG 2012 RTP/SCS was unanimously approved by the Regional Council and did represent a significantly increased commitment to sustainability, health, and quality of life. The RTP/SCS is a planning and policy document that communicates the Region's vision, goals, and objectives. In addition, it lists all fiscally constrained projects and investments through 2035	

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					as well as the supporting policies and strategies. The RTP/SCS meets the greenhouse gas emission per capita targets established by the California Air resources Board pursuant to SB375, and gained the official support of many in the environmental community. Full benefits of this RTP/SCS Plan can only be achieved by implementing every component of the Plan, including land use, capital investments (projects) and key policy initiatives. On the other hand, FTIP represents implementation of only one of these components of the Plan, namely, capital investments. Furthermore, these components must work in unison in order for the Plan to be successful. For example, unless we are successful in creating adequate mixed use development around the	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					region, as called for in the Plan, that have the potential to offer more biking and walking opportunities, we may not be able to meet our active transportation investment targets and the corresponding benefits. Another example is the pricing policy. Pricing policy, such as mileage based user fee, encourages transit usage and reduces VMT, probably more than specific capital projects. Since its adoption only four months ago, SCAG has moved aggressively to demonstrate its commitment to the implementation of the RTP/SCS. It has created six new subcommittees to help guide that effort including the following three subcommittees: the Active Transportation, Transportation Finance, Sustainability, and Active Transportation subcommittees. In addition, SCAG recently	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					implemented an internal re-organization and established an Active Transportation Department and a Sustainability Department. This was done to reflect the new priorities set forth in the RTP/SCS. It should be recognized that FTIP is a programing document that is very narrow in scope, limited to capital projects in the first six years of the long range Plan. It is not designed to implement every aspect of the adopted 2012 RTP/SCS. The FTIP does not implement important policy elements of the Plan beyond capital investments, which can be as important as the capital projects. It should also be recognized that the projects that are contained in the 2013 FTIP are consistent with the projects listed for the same period in the 2012	

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					RTP/SCS. For instance, the level of investment on active transportation in the 2013 FTIP is consistent with the level of investment for active transportation in the 2012 RTP/SCS for the first five years. Moreover, the RTP/SCS anticipates new funding sources in the future and as these materialize, much of the new funding will be dedicated to transit and active transportation.	
				The 2013 FTIP includes 360 out of a total 1171 projects that include biking and pedestrian components (many of these are street widening projects or capacity	AB 1358 requires cities and counties to plan for a balanced, multimodal transportation network. As	

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				enhancement projects that only include sidewalks). The SCAG region will need to increase the quality and quantity of complete streets projects in order to implement AB 1358 the Complete Streets Act.	local jurisdictions continue to comply with the requirements set forth by AB 1358, these jurisdictions will work with the County Transportation Commissions to program these improvements in future FTIPs and FTIP amendments.	
				SCAG's 2013 FTIP guidelines state, "*In order for SCAG to be able to meet its 2020 target, it is critical that the 2013 FTIP prioritize funding for transportation choices that help the region move towards sustainability. As such, the CTCs are required to help the region meet these targets.* *Given the long lead time involved in the construction of transportation projects, it is necessary to prioritize funds now for projects that will help to reduce demand for single occupant vehicle miles traveled and promote less polluting alternatives. CTCs are strongly encouraged to carefully review County TIP projects and to earmark funding in the 2013 FTIP for projects which help to contribute to transportation choices and promote the development of mixed-use, transit oriented and other innovative growth. SCAG is committed to take into account the broader goals of the 2012 RTP and its requirements as*	As additional funding becomes available, the County Transportation Commissions are anticipated to identify projects for submittal to SCAG that can help the region meet the greenhouse gas emissions reduction targets set forth by SB 375, for inclusion into subsequent FTIPs.	

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				set forth by SB 375 when creating the 2013 FTIP." We therefore will be looking to SCAG and the CTC's to ensure that additional funding and resources are devoted to Active Transportation projects in the future so that we can meet the mandates of SB 375. This will require the CTC's to actively increase both the number of projects and the amount of funding for active transportation in future FTIPs. Below are specific suggestions on how to improve the Draft 2013 FTIP and future FTIPs. **Section I Conformity Requirements & Findings** This section should be expanded to show how the transportation investments in the FTIP are meeting the goals, objectives and performance measures in the 2012 RTP/SCS and SB375. For example, how will the projects in the FTIP reduce VMT per capita and the number of bicycle and pedestrian injuries and fatalities?	The FTIP is the short term program comprised of the first 6 years of the 2012-2035 RTP/SCS and meets the goals for this period of time. The primary purpose of the FTIP is to list the transportation projects that will carry out the goals and objectives for improving transportation in the SCAG region. The Conformity Tests and Findings section located in the Conformity	

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					Requirements and Findings chapter demonstrates that the projects in the 2013 FTIP are consistent with the goals of the 2012-2035 RTP/SCS which reaches the greenhouse gas emissions reduction targets set by the California Air Resources Board pursuant to SB 375. Further, SCAG staff is in the process of developing additional performance measures that will evaluate the policies and projects in the RTP/SCS to ensure that the projects listed in both the plan and FTIP continue to provide mobility and air quality benefits for the region.	
				Section II Regional Emissions Analysis We are excited to learn that SCAG is currently developing an activity based model and improving its existing models. We would however like to make several comments on the	SCAG's Travel Demand Model is an advanced four step model that meets all the requirements of the Transportation Conformity	

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				modeling as it is presented in the current FTIP. FTIP Modeling Assumptions ● SCAG should expand the variables in its nested logit model for mode choice. Currently, "*Mode choice is a function of level of service attributes (in-vehicle travel time, out-of-vehicle travel time, fares, parking fees, roadway tolls, auto operating costs), household attributes such as income, and zonal attributes such as residential and employment densities*." SCAG should consider addressing the following variables: ○ Access to active transportation networks ○ Extensiveness of active transportation networks (is there a network or are there missing links) ○ Access to transit by active transportation ○ Access to a variety of land uses within ½ mile for walking and 3 miles for biking ○ Roadway speed ○ Collision rates ○ Crossing distances at intersections ○ Intersection density ○ Percentage of residents able to drive (Children and elderly often cannot) ○ Person throughput instead of vehicle throughput ● The "Mode Choice Model Outputs" need to	Rule. All transportation modes must be evaluated in the mode choice model. As described on page II-4, SCAG's mode choice model includes Non-Motorized (walk and bike as independent modes of transportation and as access to transit) at the top branch along with Auto and Transit. The Regional Travel Demand Model used for the 2013 FTIP is consistent with model used for the 2012-2035 RTP/SCS. SCAG's model continually undergoes peer reviews based on current trends and meets all requirements of the Transportation Conformity Rule.	

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				be expanded to include active transportation. If the outputs only include motorized vehicle and transit modes 21% of the trips in Southern California are being excluded from the model. ● In addition to highway and transit network assignments under "Network Assignment Model Outputs," the active transportation network needs to be considered and analyzed.		
				Bicycle and Pedestrian Networks ● A summary of bicycle and pedestrian networks should be discussed in the tables on transportation system attributes. Since our transportation system directly affects public health outcomes and mode choice, the availability and convenience of these networks will determine mode choice. Understanding the existing and needed infrastructure will help SCAG and the CTCs to better allocate funding.	Bike and Pedestrian networks are described in depth in the 2012-2035 RTP/SCS.	
				Non-Motorized Trips ● The analysis of non-motorized (active transportation) trips suggest there will be an approximately 1% increase in the number of non-motorized trips. SCAG should conduct an analysis to determine the funding levels necessary to produce different percentage increases in the number of active transportation trips and include this in the Financial Plan.	Scenario development is not a function of the FTIP. The FTIP is the funding document for the first 6 years of the RTP/SCS and sets forth funding strategies as identified and prioritized by the county commissions. Scenario development was implemented during the	

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				Section III Timely Implementation Of TCMs SCAG should work with each CTC to ensure that all active transportation projects are included as TCM measures and that these projects are given priority funding. In addition, in order to build out the active transportation networks in a timely manner, SCAG should encourage each CTC to increase the number of active transportation projects that are submitted. By fast tracking active transportation in Southern California we will realize the public health and environmental benefits of these projects sooner. At present SANDAG is developing both a Bicycle Early Action Program and an Active Transportation Early Action Program in order to increase the investment in active transportation in the next 10 years. We would like to see SCAG work with the CTC's to create similar programs.	early planning stages of the 2012-2035 RTP/SCS. At its July 5, 2012, the Regional Council approved the development of an Active Transportation subcommittee. This subcommittee will be responsible for recommending to the Transportation Committee (TC) policies which implement the 2012-2035 RTP/SCS as it relates to Active Transportation. Policy recommendations approved by the TC will be forwarded to SCAG's governing board, the Regional Council, for final review and approval. These anticipated, new SCAG policies may assist local jurisdictions and the County Transportation Commissions (CTCs) in initiating active transportation projects. Per the 2013 FTIP	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					Guidelines adopted by the Regional Council, each CTC is required to identify and include Transportation Control Measures (TCMs) in its County TIP, Further, a TCM project or program becomes a committed TCM once funds have been programmed for right-of-way and/or construction in the first two years of the FTIP. Committed TCM projects require priority in funding, as well as demonstration of timely implementation, in accordance with the schedule provided in the FTIP. Note that TCMs are only required by the Federal Clean Air Act in ozone non-attainment areas that are classified as "serious" and above [Section 182(c)] which currently include the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin in the SCAG region. As discussed during the	

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					2012-2035 RTP/SCS adoption process it was acknowledged that not all locally funded non-motorized projects are listed in the FTIP. The local agencies are implementing projects through the use of their local funds which are not required to be in the FTIP. The FTIP does not contain all the local funding that implements non-motorized type projects.	
				Section IV Financial Plan ● The financial plan only highlights Transit, State Highway and Local Highway projects and is unclear about the percentage of funding that has been committed for bicycle and pedestrian improvements.	The Financial Plan is required by the funding agencies for all MPOs in the state. The format seen in the FTIP was developed by funding agencies and all MPOs are required to use this format to demonstrate that their respective FTIPs are financially constrained. Located in the same section is the 2013 Federal Transportation Improvement Program Expenditure Summary that	

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				● The plan should include a discussion of the relative costs and benefits of building and maintaining different facilities for different modes. Bicycle and pedestrian projects are often the most cost effective and cheapest projects to build and maintain. In addition, bicycle and pedestrian projects produce more jobs per dollar spent than highway projects. Sincerely, Rye Baerg and Pauline Chow Southern California Regional Policy Managers Safe Routes to School National Partnership	provides a breakdown of expenditure by project category. The purpose of the FTIP is to provide a capital list of projects consistent with the goals and policies identified in the RTP/SCS. Relative costs and benefits of building projects are identified at the local level. All transportation funds are not interchangeable due to funding restrictions and commitments made through the local sales measures.	
FTIP 13-6	3-Aug-12	Joyce Dillard	Private Citizen	Comment Email: State Implementation Plans for the South Coast Air Quality Management District SCAQMD has not been achieved in PM, NOx and Ozone with continued extensions for compliance. Rules are made but successful implementation success is guaranteed, only forecast. There needs to be a grip on reality to	The Draft 2013 FTIP has met the 5 Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) Transportation Conformity Regulations. They can be found on pages 2 & 3 of	3-Aug-12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				recognize aspects of an over-built environment. Will conformity ever be achieved?	the Draft 2013 FTIP Executive Summary – Conformity is a required linkage between the transportation plan and State Implementation Plan (SIP). Implementation issues of the SIP are handled by the agencies responsible for the measures in the SIP as well as regional, state and federal air agencies.	
				Bicycles, ridden by a minority, are being used as a solution. How?	The 2013 FTIP strives to meet the goals of the 2012-2035 RTP/SCS, which calls for a balanced, multimodal approach to transportation improvements that provides options, including the automobile, public transportation, and active transportation.	
				Neglected are the Environmental Impacts and Health Risk Assessments of projects such as the Metrolink Maintenance Facility. Those important environmental impacts were never analyzed on any long-term basis and no mitigations have been taken on diesel	Projects listed in the FTIP were included in the 2012-2035 RTP/SCS, which was adopted by SCAG in April 2012; thus the environmental impacts of	

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				emissions. Instead, the surrounding neighborhoods fight for some environmental justice because their health has deteriorated and their children have issues with health and with their school education. This is not mentioned in this plan. More than vehicles are aspects of other transportation modes that pollute centers of economy. Monitoring stations are based on wide areas, not source point areas. The pollutants affect more than the air, it affects the water and interferes with that Commerce aspect of the Clean Water Act. These impacts are not addressed.	such projects were previously analyzed on a regional scale and mitigation measures were identified in the Program Environmental Impact Report (PEIR) for the 2012-2035 RTP/SCS. Project-level analyses are typically required of the project's implementing agency, and are not required as part of the development or update of the FTIP. These impacts were analyzed in the 2012-2035 RTP/SCS Program Environmental Impact Report, and lead agencies must conduct project-level environmental review of the individual projects (there is no EIR required for the FTIP as it is not a plan or project but is the programming document for the RTP).	

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				The mode to go to Public Transportation is not the solution, as Metrolink represents Public Transportation. Metrolink also crosses various Air Quality Control Districts but the Maintenance Facility is in SCAQMD and is in the vicinity of freeways to compound the air quality problem. Transportation Control Measures TCM does not take into account the absence first-mile, last-mile transport.	All the pollution impacts of transit, HOV, Metrolink etc. have been modeled at a regional level for the 2012 RTP/SCS and 2013 FTIP.	
				HOV lanes are addressed as a solution, yet the Los Angeles Convention and Event Center (Farmer's Field NFL Stadium) is being planned with heavy concentrations of people flooding sports events. Without proper studies, public transportation is being used as a solution. In Los Angeles, low-income riders frequent the Public Transportation system while more affluent riders frequent Metrolink. More pollution is expected with increased Metrolink connections and increased truck and vehicle traffic flow to this destination.	A project-level environmental impact report (EIR) must be completed for the proposed Farmers Field project, as required by California law, to identify impacts such as traffic impacts, and to identify mitigation measures. An EIR for Farmers Field is currently under development.	
				Where is the conformity?	The Draft 2013 FTIP has met the 5 Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and the U.S. Environmental Protection Agency (EPA)	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					Transportation Conformity Regulations. The Conformity findings may be found on pages 2 & 3 of the Draft 2013 FTIP Executive Summary. Upon approval of the 2013 FTIP the SCAG Regional Council will also approve the associated conformity findings.	
				We cannot be guaranteed that there is financial stability as municipalities are cash poor and many have gone bankrupt.	Comment Noted	
				Not mentioned is the debt load carried by the participating municipalities and their ability or inability for infrastructure improvements and the operation and maintenance funding to maintain those assets.	The 2013 FTIP only contains projects for which construction or operating funds can be reasonably expected to be available and includes system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the transportation system. Debt management policies of the county transportation commissions are detailed in the 2013 FTIP Financial	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					Plan. Examples of debt service associated with individual projects are also documented in the 2013 FTIP, such as debt payments for GARVEE Bond-funded projects in Los Angeles County. As indicated in the 2012-2035 RTP/SCS, debt service represents about nine percent of total plan expenditures between FY 2011 and FY 2035. Additional information on debt service can be found in the 2012-2035 RTP/SCS Transportation Finance Chapter.	
				Circulation Elements of the participating municipalities are not discussed, yet they are required.	The FTIP has no authority over circulation elements, which fall under the purview of local jurisdictions.	
				Regional Connector, in the City of Los Angeles, is being viewed as a solution, yet job growth does not exist in the area. Farmer's Field, the Football Stadium, may benefit the most from a Regional Connector.	The Regional Connector is included in the adopted 2012-2035 RTP/SCS. An Environmental Impact Study/Environmental	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				That is only one business in a large Metropolitan area.	Impact Report (EIS/EIR) has been completed by the Los Angeles County Metropolitan Transportation Authority, which documents a projected employment growth in the study area.	
				Charter Schools and their dependence on private transportation (cars) or public transportation to attract students to their schools should be considered. Charter Schools' jurisdiction is the State of California, not one City or County School District. With 241 (approximately) Charter Schools in the Los Angeles Unified School District area, one needs to consider the stresses of distance to school attendance. Each Charter School is a Local Education Agency LEA or School District unto itself.	SCAG evaluates emission at a regional level. Transportation and emissions model updates will continue and all relevant mobile sources of emissions will be updated and assessed as needed.	
				There are no jobs created in this distance traveling.	Comment noted.	
				Is equestrian transport ever considered? Trails are necessary, especially if an earthquake or other disaster occurs. Only horses and donkeys will be able to get through congested roads or damaged roads.	The 2012-2035 RTP/SCS calls for the increase in our region's bikeway lane miles from 4,315 to 10,122 by 2035. In most cases, all modes of active transportation will be	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					permitted to utilize such bikeways, including equestrian transport. The 2012-2035 RTP/SCS also addresses Safety and Security goals related to major human-caused or natural events	
				Have you addressed the Architectural and Transportation Barriers Compliance Board ATBCB Shared Use Path Accessibility Guidelines or Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way? What costs are involved both in capital costs and operations and maintenance? Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031	These guidelines apply to the construction of transportation infrastructure. However, the 2012-2035 RTP/SCS does encourage the development of a balanced, multimodal transportation system for all users.	
FTIP 13-7	3-Aug-12	Lucian Go Amanda Eaken	Natural Resources Defense Council Deputy Director, Sustainable	Official Comment Letter: Re: Comments on SCAG's Draft 2013 FTIP President Becerra, The Natural Resources Defense Council, Move LA and the American Lung Association in California respectfully submit these comments on SCAG's Draft 2013 Federal Transportation Improvement Program.		3-Aug-12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
		Denny Zane Bonnie Holmes -Gen	Communities NRDC Executive Director Move LA American Lung Association in California.	As you know, NRDC, Move LA, and ALA in California were deeply involved in the development of SCAG's recently adopted Sustainable Communities Strategy under SB 375 and supported the goals of cleaner air, improved health and more sustainable communities. This plan has been hailed as a "model of sustainability" by the Los Angeles Times, and national media outlets have asked, "Is SoCal America's Next Environmental Success Story?" The unanimous vote of the 84 member SCAG Board to adopt this 20 year plan was a victory celebrated by many. But as we heard former SCAG President Larry McCallon tell the California Air Resources Board in March, "This plan means nothing if it is not implemented. I and my agency (SANBAG) are committed to implementing this plan." We are pleased to hear this commitment. And we believe that the Draft 2013 FTIP is the first concrete step that SCAG will take to implement the SCS. The TIP is the culmination of the regional transportation planning and project selection process, and identifies specific near-term projects over a four-year period to move the region towards its transportation vision. Our preliminary review of the FTIP reveals that its balance of projects is not yet commensurate with the bold vision and strong commitment to sustainable communities and improved health that characterized the	Federal regulations require the FTIP to be consistent with the RTP and meet all applicable conformity regulations. Based on technical analysis, we have determined that the Draft 2013 FTIP is in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and U.S. EPA Transportation Conformity regulations, and with the adopted 2012-2035 RTP/SCS projects and policies. The 2012-2035 RTP/SCS demonstrated a shift in policies and investments	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				recently adopted Sustainable Communities Strategy. With this letter, we are urging SCAG and its Regional Council, in collaboration with your member County Transportation Commissions, to review the lists of projects submitted, and identify the projects that are no longer relevant because they support urban sprawl, a development pattern that is no longer viable. We ask you to reconsider any projects that are inconsistent with the goals and ambitions of the highly laudable plan you just adopted. Further, consistent with direction below excerpted from the 2013 FTIP guidelines, we ask you to prioritize those projects that *do* further the goals of the SCS. We know from experience that creating sustainable communities and providing real, sustainable transportation choices does not happen overnight. These projects have long lead times before they will be completed. Therefore, we need to start *now* down a path of creating a truly sustainable Southern California. *"Under SB 375, SCAG is required to achieve per capita reductions of greenhouse gas emissions from improved, integrated land use and transportation planning.* *SCAG must achieve a 2020 target of 8% and a 2035 target of 13%. SCAG has a number of supporting programs and policies to the RTP/SCS, with the goal to reduce vehicle*	through the addition of funds to active transportation and the melding of land use with transportation investments to create economies of scale. In line with the 2012-2035 RTP/SCS, the 2013 FTIP continues to demonstrate this shift in policies that are reflected in the 2012-2035 RTP/SCS. The development of the 2013 FTIP in the SCAG region was developed through a "bottom up" approach. The County Transportation Commissions (CTCs) are responsible for prioritizing and determining the projects that go into their respective County FTIPs which were transmitted to SCAG in January 2012. Thus, each CTC has a project selection process that was conducted prior to submitting their 2013 County FTIP to SCAG.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				miles traveled and greenhouse gas emissions from passenger vehicles. *In order for SCAG to be able to meet its 2020 target, it is critical that the 2013 FTIP prioritize funding for transportation choices that help the region move towards sustainability. As such, the CTCs are required to help the region meet these targets. Given the long lead time involved in the construction of transportation projects, it is necessary to prioritize funds now for projects that will help to reduce demand for single occupant vehicle miles traveled and promote less polluting alternatives. CTCs are strongly encouraged to carefully review* *County TIP projects and to earmark funding in the 2013 FTIP for projects which help to contribute to transportation choices and promote the development of mixed-use, transit-oriented and other innovative growth. SCAG is committed to take into account the broader goals of the 2012 RTP and its requirements as set forth by SB 375 when creating the 2013 FTIP."i* We believe SCAG needs to do more to demonstrate that the brilliant conversations about sustainability and public health priorities that occurred during the development of the SCS truly marked a change in direction in your agenda. We need to see a directional shift in policies and investments to support	SCAG has reorganized its structure and developed several new departments, including an Active Transportation Department, with the goal of implementing the RTP/SCS. Moreover, the	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				sustainable development patterns that promote transit and reduce the need to drive. We further urge you to incorporate health indicators in the decision making process to measure health outcomes of TIP projects such as increases in walking and cycling, reduction in injuries from vehicular, pedestrian and bicycle collisions, reductions in air pollution, and access to goods and services.	Regional Council approved the creation of six subcommittees that will develop policy in specific areas such as sustainability, active transportation, and public health. As policy guidance is developed through the subcommittees, SCAG will work with the County Transportation Commissions and local agencies to measure the outcomes of policy recommendations and develop strategies and identify projects that will benefit the region.	
				Further, we request that in the future, SCAG and its member County Transportation Commissions embrace an improved public process surrounding the adoption of the FTIP. The process of creating the SCS involved dozens of public outreach meetings and hours of public comment over several months. The TIP process, by contrast, involved a Notice of Availability posted during the summer months and two hearings –just a 30 day process in its entirety. Programming actual funds to build	SCAG is committed to working with the County Transportation Commissions (CTCs) to assess and improve as needed the public participation process for development of future FTIPs. Consistent with federal regulations (23 U.S.C. Section 134 and 49 U.S.C. Section 5303),	

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				real projects is a critical part of implementing the RTP/SCS, one that calls for a more inclusive and public process. The Call for Projects from the MPO to the CTCs, for example, which occurred in January, was not widely noticed to the public.	SCAG has developed a Public Participation Plan that provides details on the public participation process for the FTIP that meets federal and state requirements. Part of the development of the SCAG's FTIP requires the County Transportation Commissions to submit their County TIPs for analysis and development of the draft FTIP. To clarify, the January due date referenced in the 2013 FTIP Guidelines is the date that the County Transportation Commissions had to submit their County TIPs to SCAG. The County TIPs are not a Call for Projects since SCAG does not award funding to specific projects.	
				As another example, the guidelines referenced above, which SCAG issued to the CTCs in the Call for Projects, is an internal document, not found anywhere on SCAG's website. It should be publicly available. We were only able to obtain a copy by requesting it from staff. Clearly, this is not a transparent and	The 2013 FTIP Guidelines have been posted on the SCAG website and future FTIP Guidelines will be posted on the SCAG website during the FTIP public review and	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				inclusive process and it must be changed. We recommend instead that SCAG and the CTCs hold public educational forums early in the cycle to help public stakeholders participate in the process and ensure that all relevant guidance is posted on the SCAG and CTC websites. We believe you could do more to foster public participation throughout the development of the TIP by continuing some of the best practices you used during the SCS process.	comment process.	
				We direct your attention to the excellent process recently undertaken by the Bay Area's Metropolitan Transportation Commission to assess the performance of their transportation projects and their alignment with performance goalsii, and ask that SCAG and its CTCs undertake a similar analysis during the next TIP process. During this process, staff attempted to analyze how closely aligned MTC's major upcoming transportation investments were with the region's 10 adopted performance goals, and scored projects based on these objectives. This process gives decision makers and the public a reasonably good sense of how well the agency's investments will move the region in its chosen direction.	SCAG is also embarking on establishing performance criteria for the FTIP as specified by the recently enacted federal surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21). In close consultation with the county transportation commissions, transit operators, Caltrans, federal funding agencies, and other stakeholders, SCAG will establish performance criteria for the RTP/SCS and the FTIP.	
				We recognize there are legitimate constraints engendered by some of the funding sources	The 2012 RTP/SCS identifies opportunities to	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				used for projects in the FTIP, but believe there is significantly more that can be done to accelerate projects that provide real sustainable transportation choices that Southern Californians deserve. We are committed to working with you to implement this excellent SCS, and we look forward to a sustained partnership. Sincerely, Amanda Eaken Deputy Director, Sustainable Communities NRDC Denny Zane Executive Director Move LA Bonnie Holmes-Gen American Lung Association in California.	increase funding for active transportation. SCAG will continue to work with the County Transportation Commissions in developing new policy strategies that can generate funding for transportation projects that support the goals identified in the RTP/SCS. Once funding is identified, projects may then be submitted for the FTIP.	
FTIP 13-8	5-Jul-12	Herman Cheng	Los Angeles County Metropolitan Transportation Authority	Metro sent an e-mail on July 5 requesting that ten projects swap CMAQ funds for RSTP funds.	SCAG made the requested changes to the ten projects Metro requested.	5-Jul 12
FTIP 13-9	8-Aug 12	Vincent Mammano	Federal Highway Administration	Thank you for submitting the Southern California Association of Governments (SCAG) Draft Fiscal Year (FY) 2012/13- 2016/17 Federal Transportation Improvement Program (FTIP) to the Federal Highway		23-Aug 12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Administration (FHW A) for review. Overall we find that SCAG has organized and developed a comprehensive Draft FY 2012/13 - 2016/17 FTIP document that substantially meets the requirements of 23 Code of Federal Regulations (CFR) § 450 and for the Final Rule on Statewide and Metropolitan Transportation Planning as published in the February 14, 2007 Federal Register. SCAG's document appears to adequately address transportation conformity and Clean Air Act provisions, proposes an air quality regional emissions analysis update, lists wholly jurisdictional Transportation Control Measure (TCM) details, incorporates a financial plan within limits of SCAG regional projected revenues, and specifies an all-inclusive register of projects expected to proceed. Specific comments we have on the Draft FY 2012/13-2016/17 FTIP are as follows: • FHW A commends SCAG for keeping its Public Participation Plan (PPP) current-adopted January 5, 2012. While SCAG's PPP is available electronically online, document reference seems to go without mention in the draft FTIP. There appears to be brief	SCAG has included additional information explaining that the FTIP was prepared in accordance with SCAG's Public Participation Plan	

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				discussion on interagency consultation and public involvement in the conformity requirements and findings section, yet additional public involvement procedure requirement dialogue and reference to SCAG's PPP may go to further enhance clarity of public participation in the FTIP	(PPP). This information includes the link to SCAG's PPP as well. The updated information is included in both Vol I and Vol II of the Final 2013 FTIP.	
				• For supplemental public information enhancement, FHW A recommends SCAG consider including tables/graphics that contain information and links to key SCAG transportation documents (i.e. RTP, OWP, etc.) in the Final FY 2012/13- 2016/17 FTIP. Such particulars may possibly be incorporated as a document attachment or even inserted inside the front and/or back cover. Detail inclusion of these components may also have multipurpose utilization in all key SCAG transportation planning documents, in addition to the FTIP.	SCAG has included a copy of the SCAG publication "SCAG General Fact Sheet" and a "Weblinks to SCAG and SCAG's main work programs" page at the beginning of Volume III of the Final 2013 FTIP.	
				• At the Federal Statewide Transportation Improvement Program (FSTIP) Workshop, held in January 2012, Environmental Justice (EJ)/Title VI analysis was an item conversed in need for transportation planning product support to comply with EJ and Title VI. SCAG documented in October 2000 compliance procedures for EJ, how was this considered in development of SCAG's Draft	The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive	

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				FY 2012/13 - 2016117 FTIP and was an EJ/Title VI FTIP analysis conducted for the projects integrated in the draft document? FHW A recommends SCAG to incorporate more discussion of EJ/Title VI factors into the Final FTIP version. FHW A also recommends SCAG consider an EJ compliance measures update because it appears the latest production was completed in 2000.	environmental justice analysis. The Draft 2012/13-2016/17 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2012/13-2016/17 FTIP. As stated in our *Compliance Procedure for Environmental Justice in the Transportation Planning Process* (October 2000), "since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations … , the TIP is also presumed to meet these expectations." SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent	

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					FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012). Additionally, a key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice	

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					population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf). The 2013 FTIP Executive Summary and Technical Appendix II Section V was updated to address Environmental Justice.	
				We once again appreciate the timely submittal of SCAG's Draft FY 2012/13- 2016/17 FTIP, in concurrence and cooperation with Caltrans' 2013 FSTIP development schedule, and for the diligent work SCAG staff invested to compile the draft. FHW A will continue to		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				monitor SCAG's FTIP as the 2013 FSTIP schedule moves forward, and we may provide additional comments on the submitted Final FY 2012/13-2016/17 FTIP document. If you have questions or need clarification as it pertains to FHW A's comments on SCAG's Draft FY 2012/13-2016/17 FTIP, please contact Michael Morris of the FHW A California Division's Cal-South office at (213) 894-4014, or by email at michael.morris@dot.gov. cc: (email) Hasan Ikhrata, SCAG Rich Macias, SCAG Rosemary Ayala, SCAG Ted Matley, FTA Region IX Ray Sukys, FT A Region IX Vincent P. Mammano Division Administrator Abhijit Bagde, Caltrans Programming (abhijit bagde@dot.ca.gov) Muhaned Aljabiry, Caltrans Programming (muhaned aljabiry@dot.ca.gov) Karina O'Connor, EPA Region IX Lisa Hanf, EPA Region IX Stew Sonnenberg, FHW A-CA Jermaine Hannon, FHW A-CA Michael Morris, FHW A-CA cc: SCAG 2012/13 FTIP Binder MM/		

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REPORT

AGENDA ITEM NO. 2

DATE: September 19, 2012

TO: Executive /Administration Committee (EAC)

FROM: Rich Macias, Director of Transportation Planning, (213) 236-1805, macias@scag.ca.gov

SUBJECT: Approval of Final 2013 Federal Transportation Improvement Program (FTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED RC ACTION:
That the EAC, acting on behalf of the Regional Council, approve the Final 2013 Federal Transportation Improvement Program (FTIP) and adopt the corresponding Resolution No. 12-542-1 and forward to the funding agencies.

EXECUTIVE SUMMARY:
Because of its length, the Final 2013 FTIP can be viewed online at: www.scag.ca.gov/ftip/2013/final.htm. SCAG, as the Metropolitan Planning Organization (MPO) for the region, is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The FTIP is a multi-modal list of capital improvement projects to be implemented over a six (6) year period and is the program that implements the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The FTIP has been developed consistent with federal requirements.

The Final 2013 FTIP was originally scheduled for review and approval by the Regional Council (RC) on September 6, 2012. However, due to a lack of quorum of the RC meeting, this item is presented today to the EAC for review and approval, who will be acting on behalf of the RC. Action is needed before the next regularly rescheduled RC meeting given that staff seeks approval to forward the Final 2013 FTIP to SCAG's respective funding agencies for review and approval by October 1, 2012.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective (a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:
Under Federal law, SCAG is the designated MPO; and under State law, SCAG is designated as the multi-county transportation planning agency for the six (6)-county Southern California region. SCAG is responsible for developing the FTIP in cooperation with the State (Caltrans), the County Transportation Commissions (CTCs) and public transit operators consistent with federal guidelines.

At the July 5, 2012 Transportation Committee meeting, the Draft 2013 FTIP was approved for a 30-day public review and comment period. Public notices were posted in major newspapers throughout the region and SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 3, 2012. A total of seven comments were received, including comments from Caltrans staff. A matrix of all comments and responses is attached for your review.

The 2013 FTIP is composed of over 1,100 projects and is programming $32.5 billion in FY 2012/2013 to 2017/2018. Development of the 2013 FTIP has been completed in consultation and continuous communication with the County Transportation Commissions. The CTC's are responsible for prioritizing and determining the projects included in their respective county FTIPs which are then transmitted to SCAG.

CONFORMITY ANALYSES AND TESTS FOR THE 2013 FTIP:
The FTIP must meet the five (5) required Transportation Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) Transportation Conformity Regulations:

1. Consistency with SCAG's RTP
   (23 FR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
2. Regional Emissions Analysis
   (40 FR, Sections 93.109, 93.110, 93.118, and 93,119)
3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
   (40 FR, Section 93.113)
4. Financial Constraint Analysis
   (40 FR, Section 93.108 and 23 CFR, Section 450.324)
5. Interagency Consultation and Public Involvement
   (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Pursuant to EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the 2013 FTIP based on the current EPA approved emission budget and the FHWA/FTA conformity determinations for the 2012 RTP/SCS. Staff has prepared the 2013 FTIP so that the Transportation Conformity tests have met all applicable federal regulations.

FTIP APPROVAL TIMELINE:
Approval of the 2013 FTIP would meet the Caltrans submittal date of October 1, 2012 for the 2013 FTIP. Caltrans is scheduled to submit the statewide 2013 FTIP to the federal funding agencies in mid-November for federal approval, which is expected by mid-December.

The approval of the 2013 FTIP is critical to the successful implementation of projects in the 2013 FTIP. Once the federal funding agencies approve the 2013 FTIP, the CTC's throughout the SCAG region will be able to move forward with the delivery of their projects in the 2013 FTIP. If the 2013 FTIP does not receive federal approval, projects in the 2013 FTIP cannot be delivered and that would negatively affect the implementation of these projects. Thus, federal approval of the 2013 FTIP is necessary and essential for successful implementation of all projects in the 2013 FTIP.

FISCAL IMPACT:
No fiscal impact. Work associated with this item is included in the current FY 11-12 Overall Work Program (12-030.SCG0146A.02: Federal Transportation Improvement Program).

ATTACHMENTS:
1. Final 2013 FTIP Executive Summary
2. 2013 FTIP Response to Public Comments Matrix
3. Resolution No. 12-542-1

Attachment 1

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

EXECUTIVE SUMMARY
Volume I of III

FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

2013

FY 2012/13–2017/18
September 2012

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Our VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

Our MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding: The preparation of this report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

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Orange County: Shawn Nelson, Orange County | Leslie Daigle, Newport Beach | Paul Glaab, Laguna Niguel | Matthew Harper, Huntington Beach | Sukhee Kang, Irvine | Joel Lautenschleger, Laguna Hills | Michele Martinez, Santa Ana | Leroy Mills, Cypress | Brett Murdock, Brea | Kris Murray, Anaheim | John Nielsen, Tustin | Andy Quach, Westminster | Sharon Quirk-Silva, Fullerton

Riverside County: Jeff Stone, Riverside County | Jim Hyatt, Calimesa | Darcy Kuenzi, Menifee | Ron Loveridge, Riverside | Greg Pettis, Cathedral City | Lupe Ramos Watson, Indio | Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County | Ginger Coleman, Apple Valley | Paul Eaton, Montclair | Ed Graham, Chino Hills | Jon Harrison, Redlands | Bill Jahn, Big Bear Lake | Larry McCallon, Highland | Deborah Robertson, Rialto

Ventura County: Linda Parks, Ventura County | Glen Becerra, Simi Valley | Bryan A. MacDonald, Oxnard | Carl Morehouse, San Buenaventura

Tribal Government Representative: Mark Calac, Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Jerry Amante, Tustin

Riverside County Transportation Commission: Mary Craton, Canyon Lake

San Bernardino Associated Governments: Alan Wapner, Ontario

Ventura County Transportation Commission: Keith Millhouse, Moorpark

Transportation Corridors Agency: Lisa Bartlett, Dana Point

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FINAL 2013

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

(FISCAL YEAR 2012/13-2017/18)

EXECUTIVE SUMMARY

(Volume I of III)

September 2012

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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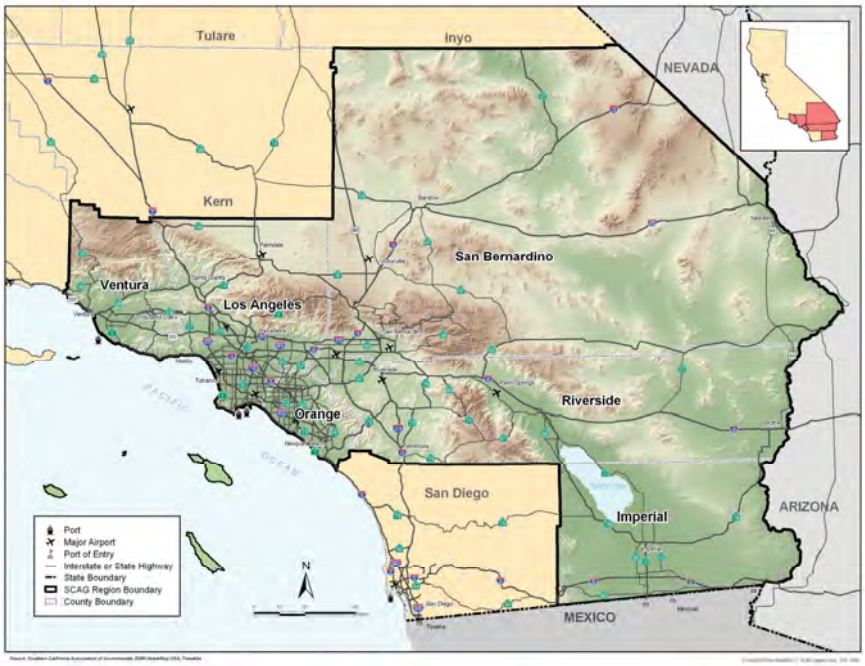
EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2013 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2012/13 – 2017/18 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2013 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS).

SCAG Region



TRANSPORTATION CONFORMITY

CONFORMITY DETERMINATIONS FOR THE 2013 FTIP

The 2013 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2013 FTIP under the required federal tests.

✓ **Consistency with 2012-2035 RTP/SCS Test**
Finding: SCAG's 2013 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS (policies, programs, and projects).

✓ **Regional Emissions Tests**
These findings are based on the regional emissions test analyses shown in Tables 13 - 26 in Section II of the Technical Appendix.

Finding: The regional emissions analyses for the 2013 FTIP update the regional emissions analyses for the 2011 FTIP as previously amended and the 2012-2035 RTP/SCS.

Finding: The 2013 FTIP regional emissions analysis for PM2.5 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2013 FTIP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2013 FTIP regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion), Searles Valley portion of San Bernardino County, and for the SSAB (Imperial County portion).

Finding: The 2013 FTIP regional emissions analysis for $PM_{2.5}$ and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ Timely Implementation of TCM Test

Finding: The TCM project categories listed in the 1994/1997/2003/2007 Ozone State Implementation Plans (SIPs) for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

✓ Inter-agency Consultation and Public Involvement Test

Finding: The 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/publicparticipationplan/). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

On July 5, 2012 the Draft 2013 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2013 FTIP on July 19th and 26th, 2012 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, and Chinese languages (please see Section V of the Technical Appendix or visit http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec05.pdf to view these notices). The Draft 2013 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

✓ Financial Constraint Test

Finding: The 2013 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2013 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

PROGRAM SUMMARY

The 2013 FTIP includes projects and programs totaling $32.5 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of fund sources categorized as federal, state, and local sources. Figure 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 16 percent is from state funds, and 60 percent is from local funds.

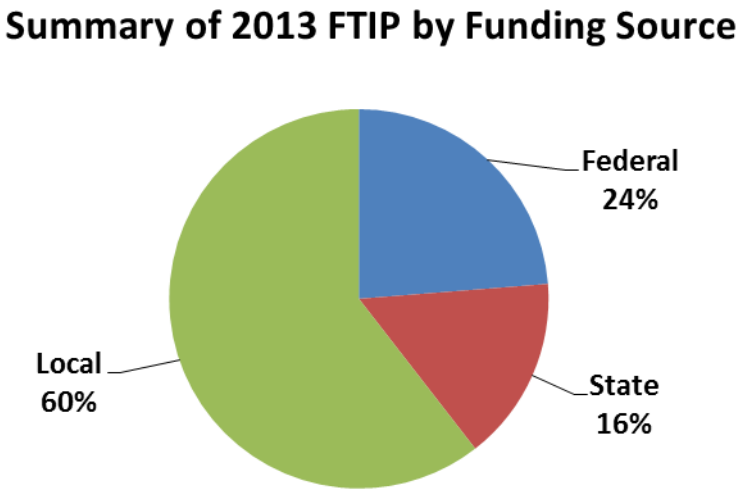


Figure 1 Summary of 2013 FTIP by Funding Source (in 000's)				
	Federal	*State*	*Local*	*Total*
2012/13	$ 2,010,509	$1,994,712	$ 4,651,318	$ 8,656,539
2013/14	$ 1,129,811	$1,067,283	$ 3,110,771	$ 5,307,865
2014/15	$ 1,029,174	$ 756,208	$ 4,074,886	$ 5,860,268
2015/16	$ 964,744	$ 666,869	$ 4,514,906	$ 6,146,519
2016/17	$ 1,715,834	$ 570,266	$ 2,445,846	$ 4,731,946
2017/18	$ 809,938	$ 23,373	$ 989,587	$ 1,822,898
Total	$ 7,660,010	$5,078,711	$ 19,787,314	$32,526,035
% of Total	24%	16%	60%	100%

Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total $32.5 billion in the FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program, and 39 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2013 FTIP).

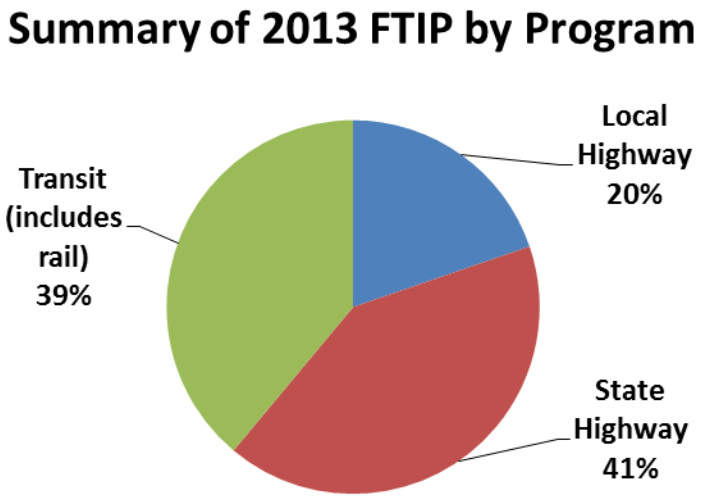
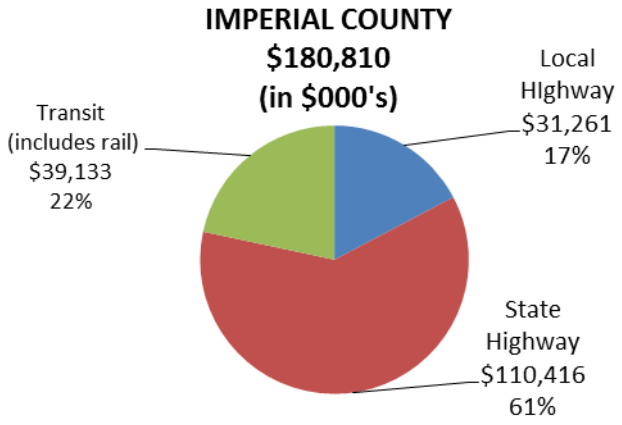
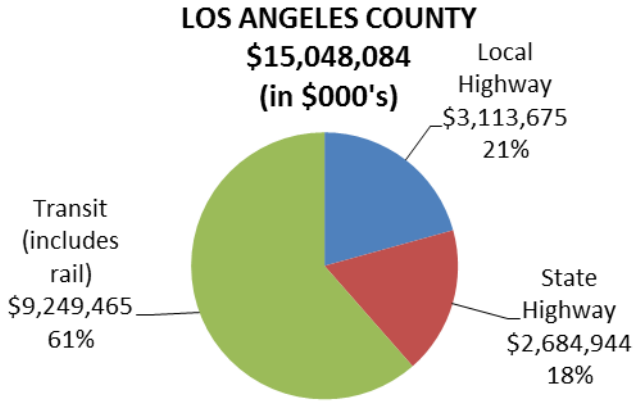


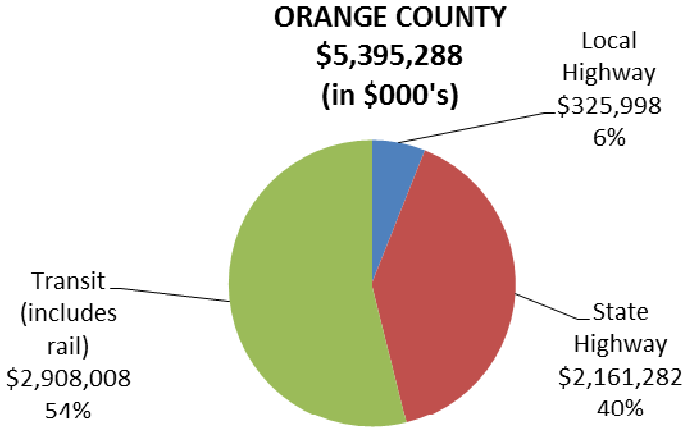
Figure 2
Summary of 2013 FTIP by All Programs
(in 000's)

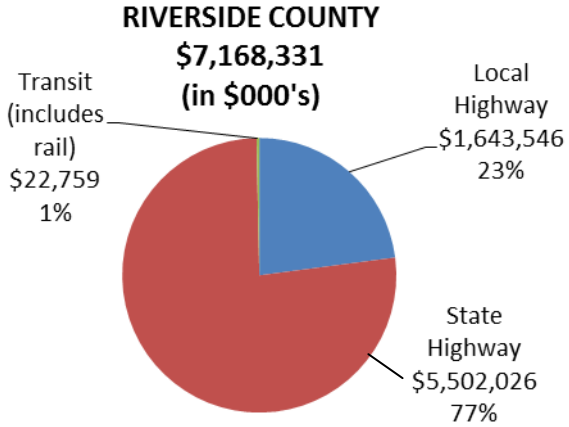
	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2012/13	$ 1,641,709	$ 4,523,823	$ 2,491,007	$ 8,656,539
2013/14	$ 1,600,882	$ 1,649,967	$ 2,057,016	$ 5,307,865
2014/15	$ 1,164,124	$ 2,281,977	$ 2,414,167	$ 5,860,268
2015/16	$ 828,724	$ 2,982,238	$ 2,335,557	$ 6,146,519
2016/17	$ 815,072	$ 1,769,180	$ 2,147,694	$ 4,731,946
2017/18	$ 323,540	$ 381,202	$ 1,118,156	$ 1,822,898
Total	$ 6,374,051	$ 13,588,387	$ 12,563,597	$32,526,035
% of Total	20%	41%	39%	100%

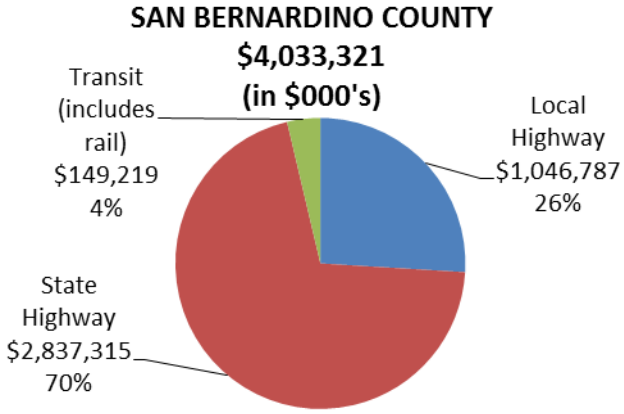
The six pie charts below summarize the funds programmed in the 2013 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

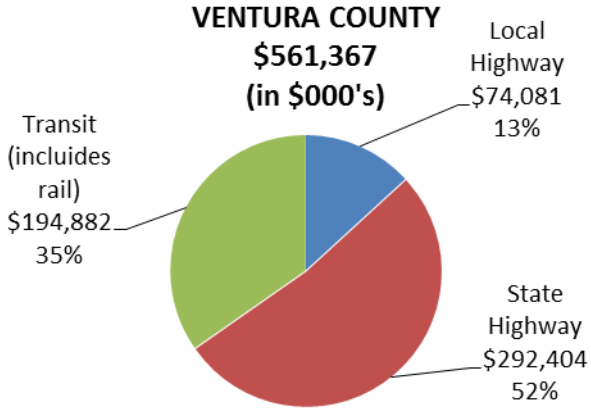












Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2013 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2013 FTIP. As stated in our Compliance Procedure for Environmental Justice in the Transportation Planning Process (October 2000), "since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations … , the TIP is also presumed to meet these expectations." SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012).

Additionally, a key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf .

As stated earlier in this document, the 2013 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP please visit http://scag.ca.gov/publicparticipationplan/). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

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Likewise, the Guidelines for the 2013 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2013 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 1, 2011. SCAG received comments on September 8, 2011 from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2013 FTIP were approved by the SCAG Regional Council on October 6, 2011. For additional information on the 2013 FTIP Guidelines, please visit http://www.scag.ca.gov/ftip/pdf/final/2013/Final2013FTIPGuidelines.pdf .

Economic Impacts of FTIP Program Expenditures
The FTIP's Investment Plan in terms of Economic Growth and Job Creation

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six-year time period beginning in 2012/2013 and ending in 2017/2018. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations, and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. The total employment impact of the FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average
SCAG	139,207	82,983	86,389	83,524	60,885	20,936	78,985
Los Angeles County	67,948	42,151	42,239	32,738	26,082	6,310	36,244
Orange County	28,913	19,268	18,080	17,212	12,383	8,652	17,418
San Bernardino County	14,857	10,280	7,495	7,968	12,208	1,592	9,066
Riverside County	24,392	9,362	16,724	24,049	8,258	3,985	14,461
Ventura County	2,563	1,504	1,557	1,259	1,629	304	1,469
Imperial County	534	418	294	298	325	93	327

Over the six-year period, the FTIP program will generate an annual average of approximately 79,000 jobs in the six-county SCAG region. In addition, the rest of the state of California will benefit from spillover impacts of an additional 5,500 jobs per year on average, and an additional 18,000 jobs per year on average will accrue to other states throughout the U.S.

Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations, and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

FINAL
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM //2013

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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 13-1	19-Jul-12	Pauline Chow,	Safe Routes to School National Partnership	Reviewed the FTIP and asked for clarification on the following topics: 1. The FTIP needs to include a set of metrics to evaluate each project's impact on walking and biking within the SCAG region. There is no evidence of barriers/obstructions that are posed by freeway off ramps to biking and walking. 2. Metrics should prioritize and identify the best return on investment within the region and focus exclusively on active transportation. 3. Currently working with SCAG staff to request the excel format of the FTIP in order to properly break out the information and projects that focus exclusively on active transportation. Ms. Chow thanked SCAG for providing such a detailed and well executed FTIP and also noted that she along with her colleagues would be submitting formal written comments.	See response to comment #13-7, regarding performance criteria for the next Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS" or "Plan") and Federal Transportation Improvement Program ("FTIP") updates. Additionally, note that SCAG identified performance measures related to active transportation in the 2012-2035 RTP/SCS, Active Transportation Appendix.	19-Jul-12

2013 Federal Transportation Improvement Program (FTIP) Response to Comments

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 13-2	24-Jul-12	Andrew Yoon	Caltrans – District 7	Question asked at the July 24, 2012 Transportation Conformity Working Group meeting- - Why a Santa Clarita project on the I-5 freeway was no longer a TCM in the Draft 2013 FTIP?	Project LA0G440 was incorrectly marked as a Non-Exempt. The correction has been made to identify this project as a Transportation Control Measure (TCM) in the Draft 2013 FTIP. Mr. Yoon has been informed of the change.	24-Jul-12
FTIP 13-3	26-Jul-12	David Salgado	Imperial County Transportation Commission (ICTC)	Thanked SCAG staff for their assistance in the process, noting that everyone has always been helpful and in particular thanked Kurt Walker for his help.	Comment Noted.	24-Jul-12
FTIP 13-4	31-Jul-12	Abhijit Bagde	Caltrans	Thank you very much for providing us an opportunity to review SCAG's Draft 2013 FTIP. My compliments to you and your staff for preparing an excellent document. Please include response to the comments below when submitting final 2013 FTIP to Caltrans. Let me know of any questions. Thank you. General comments: 1. Please ensure that project listings included in the final 2013 FTIP are available in CTIPS by October 1, 2012.	Comment Noted. SCAG will upload the 2013 FTIP to the California Transportation Improvement Program System	31-Jul-12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					(CTIPS) by October 1, 2012	
				2. For Planning Studies (non-transportation capital), check to ensure that these projects have been considered for inclusion in the Overall Work Program rather than the FTIP.	There are no Metropolitan Planning funds programmed in SCAG's 2013 FTIP.	
				3. Technical Appendix Volume II of III, Section IV Attachment E: EPSP: Please note that using EPSP projects can be moved, advanced and/or delayed, within the 4-year FSTIP cycle as long as capacity to implement project exists in the year of obligation.	Changes to the Expedited Project Selection Procedure (EPSP) language of the FTIP Guidelines require SCAG to go through its consultation, review and approval process. SCAG will address the requested language change in the next FTIP Guidelines update process.	
				Financial Summary: 1. Provide the financial summary in the electronic format (see 2013 FSTIP Resources section under link below) when submitting final 2011 FTIP to Caltrans. http://www.dot.ca.gov/hq/transprog/oftmp.htm 2. 5307 FTA transfer funds: See comment no. 6 below.	SCAG will transmit the financial summary in electronic format when submitting the final 2013 FTIP to Caltrans.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Project Listings:		
				1. LA0B408: Construction phase is programmed over multiple years. Please clarify if each year a separate authorization will be requested.	Yes the TCR funds will require annual authorizations.	
				2. 0C2500: Please confirm if construction phase programmed in FY 2015/16 is fully funded.	Caltrans in discussion with SCAG agree that the construction programming for the subject project will be updated via amendment #1 to the 2013 FTIP.	
				3. Draft 2013 FTIP includes projects (e.g. LAF5101, LA0F010, LAF5704, LAF5305 only few projects are listed here) that do not have any funding programmed within the 4-year period of the 2011 FTIP. Clarify why these projects are programmed. Include a note in the project description if these projects are included in the 2011 FTIP for the environmental document approval.	Projects programmed in years 5 and 6 of the 2013 FTIP are for informational purposes as allowed by federal requirements.	
				4. RIV100103: Please note in the project description that this an AC conversion project.	The project was updated as requested.	
				5. LA0F075, LA0G841, VEN20101, VEN54070: 5307 FTA transfer funds are not listed in the financial summary.	The FTA funding is reflected under the FTA 5307 line item in the financial plan.	
				6. SBD20020812: Please note in the project description if this is an AC conversion	The project was updated as requested.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				project. 7. VEN990609: Please change the fund type from "STP-RIP" to "STIP-AC". 8. LA0G447: FTA funding is programmed over multiple year. Please confirm if each year a separate grant approval request will be made to FTA. 9. LAF5806: Local funds programmed in the amount of $312,000 are programmed in FY 2015/16 which is inconsistent with 2012 STIP as shown below. Please confirm.	The project was updated as requested. Yes, there will be an annual grant request to FTA. The project has been updated consistent with the 2012 STIP.	
FTIP 13-5	3-Aug-12	Rye Berg	Safe Routes to School National Partnership	Official Comment Letter: **RE: 2013 Federal Transportation Improvement Plan** On behalf of the Safe Routes to School National Partnership (National Partnership) , I would like to thank SCAG for its leadership in creating a new Active Transportation Division and the creation of the Active Transportation, Transportation Finance, Sustainability, and Public Health subcommittees. We are excited to work with SCAG over the coming years to ensure that Southern California becomes a safer and healthier place to walk and bicycle to school and in daily life. Upon review of the Draft 2013 Federal		3-Aug-12

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				Improvement Program, the National Partnership would like to provide you with the following comments:		
				Of primary concern is the lack of transparency in the current format of the document that makes it extremely difficult to analyze the extent to which active transportation projects have been included in the project lists. In addition, the document clearly defines the effects that transit and motorized vehicles have on our transportation system and environment but does not clearly illustrate the benefits of active transportation. With this being said, we would like to thank SCAG staff for providing us with assistance and additional information upon our request.	The document and project lists are formatted per guidance from Caltrans and the federal agencies. SCAG, along with the County Transportation Commission, will continue to work with our partners to ensure that the document is transparent.	
				As was noted in the discussions over the 2012 RTP/SCS, funding for Active Transportation needs to be increased to improve safety and promote public health. Only a small fraction of the money in the FTIP (2.3 percent) is allocated to projects that include bicycling and pedestrian components. It must also be noted that in many of these projects, bicycling and pedestrian components make up only a small percentage and thus the total funding is actually much lower. The 2012 RTP/SCS only includes 1.3 percent of all the funding for bicycling and pedestrian projects.	The SCAG 2012 RTP/SCS was unanimously approved by the Regional Council and did represent a significantly increased commitment to sustainability, health, and quality of life. The RTP/SCS is a planning and policy document that communicates the Region's vision, goals, and objectives. In addition, it lists all fiscally constrained projects and investments through 2035	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					as well as the supporting policies and strategies. The RTP/SCS meets the greenhouse gas emission per capita targets established by the California Air resources Board pursuant to SB375, and gained the official support of many in the environmental community. Full benefits of this RTP/SCS Plan can only be achieved by implementing every component of the Plan, including land use, capital investments (projects) and key policy initiatives. On the other hand, FTIP represents implementation of only one of these components of the Plan, namely, capital investments. Furthermore, these components must work in unison in order for the Plan to be successful. For example, unless we are successful in creating adequate mixed use development around the	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					region, as called for in the Plan, that have the potential to offer more biking and walking opportunities, we may not be able to meet our active transportation investment targets and the corresponding benefits. Another example is the pricing policy. Pricing policy, such as mileage based user fee, encourages transit usage and reduces VMT, probably more than specific capital projects. Since its adoption only four months ago, SCAG has moved aggressively to demonstrate its commitment to the implementation of the RTP/SCS. It has created six new subcommittees to help guide that effort including the following three subcommittees: the Active Transportation, Transportation Finance, Sustainability, and Active Transportation subcommittees. In addition, SCAG recently	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					implemented an internal re-organization and established an Active Transportation Department and a Sustainability Department. This was done to reflect the new priorities set forth in the RTP/SCS. It should be recognized that FTIP is a programing document that is very narrow in scope, limited to capital projects in the first six years of the long range Plan. It is not designed to implement every aspect of the adopted 2012 RTP/SCS. The FTIP does not implement important policy elements of the Plan beyond capital investments, which can be as important as the capital projects. It should also be recognized that the projects that are contained in the 2013 FTIP are consistent with the projects listed for the same period in the 2012	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					RTP/SCS. For instance, the level of investment on active transportation in the 2013 FTIP is consistent with the level of investment for active transportation in the 2012 RTP/SCS for the first five years. Moreover, the RTP/SCS anticipates new funding sources in the future and as these materialize, much of the new funding will be dedicated to transit and active transportation.	
				The 2013 FTIP includes 360 out of a total 1171 projects that include biking and pedestrian components (many of these are street widening projects or capacity	AB 1358 requires cities and counties to plan for a balanced, multimodal transportation network. As	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				enhancement projects that only include sidewalks). The SCAG region will need to increase the quality and quantity of complete streets projects in order to implement AB 1358 the Complete Streets Act.	local jurisdictions continue to comply with the requirements set forth by AB 1358, these jurisdictions will work with the County Transportation Commissions to program these improvements in future FTIPs and FTIP amendments.	
				SCAG's 2013 FTIP guidelines state, "*In order for SCAG to be able to meet its 2020 target, it is critical that the 2013 FTIP prioritize funding for transportation choices that help the region move towards sustainability. As such, the CTCs are required to help the region meet these targets.* *Given the long lead time involved in the construction of transportation projects, it is necessary to prioritize funds now for projects that will help to reduce demand for single occupant vehicle miles traveled and promote less polluting alternatives. CTCs are strongly encouraged to carefully review County TIP projects and to earmark funding in the 2013 FTIP for projects which help to contribute to transportation choices and promote the development of mixed-use, transit oriented and other innovative growth. SCAG is committed to take into account the broader goals of the 2012 RTP and its requirements as*	As additional funding becomes available, the County Transportation Commissions are anticipated to identify projects for submittal to SCAG that can help the region meet the greenhouse gas emissions reduction targets set forth by SB 375, for inclusion into subsequent FTIPs.	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				set forth by SB 375 when creating the 2013 FTIP." We therefore will be looking to SCAG and the CTC's to ensure that additional funding and resources are devoted to Active Transportation projects in the future so that we can meet the mandates of SB 375. This will require the CTC's to actively increase both the number of projects and the amount of funding for active transportation in future FTIPs. Below are specific suggestions on how to improve the Draft 2013 FTIP and future FTIPs. **Section I Conformity Requirements & Findings** This section should be expanded to show how the transportation investments in the FTIP are meeting the goals, objectives and performance measures in the 2012 RTP/SCS and SB375. For example, how will the projects in the FTIP reduce VMT per capita and the number of bicycle and pedestrian injuries and fatalities?	The FTIP is the short term program comprised of the first 6 years of the 2012-2035 RTP/SCS and meets the goals for this period of time. The primary purpose of the FTIP is to list the transportation projects that will carry out the goals and objectives for improving transportation in the SCAG region. The Conformity Tests and Findings section located in the Conformity	

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					Requirements and Findings chapter demonstrates that the projects in the 2013 FTIP are consistent with the goals of the 2012-2035 RTP/SCS which reaches the greenhouse gas emissions reduction targets set by the California Air Resources Board pursuant to SB 375. Further, SCAG staff is in the process of developing additional performance measures that will evaluate the policies and projects in the RTP/SCS to ensure that the projects listed in both the plan and FTIP continue to provide mobility and air quality benefits for the region.	
				Section II Regional Emissions Analysis We are excited to learn that SCAG is currently developing an activity based model and improving its existing models. We would however like to make several comments on the	SCAG's Travel Demand Model is an advanced four step model that meets all the requirements of the Transportation Conformity	

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				modeling as it is presented in the current FTIP. FTIP Modeling Assumptions ● SCAG should expand the variables in its nested logit model for mode choice. Currently, "*Mode choice is a function of level of service attributes (in-vehicle travel time, out-of-vehicle travel time, fares, parking fees, roadway tolls, auto operating costs), household attributes such as income, and zonal attributes such as residential and employment densities*." SCAG should consider addressing the following variables: ○ Access to active transportation networks ○ Extensiveness of active transportation networks (is there a network or are there missing links) ○ Access to transit by active transportation ○ Access to a variety of land uses within ½ mile for walking and 3 miles for biking ○ Roadway speed ○ Collision rates ○ Crossing distances at intersections ○ Intersection density ○ Percentage of residents able to drive (Children and elderly often cannot) ○ Person throughput instead of vehicle throughput ● The "Mode Choice Model Outputs" need to	Rule. All transportation modes must be evaluated in the mode choice model. As described on page II-4, SCAG's mode choice model includes Non-Motorized (walk and bike as independent modes of transportation and as access to transit) at the top branch along with Auto and Transit. The Regional Travel Demand Model used for the 2013 FTIP is consistent with model used for the 2012-2035 RTP/SCS. SCAG's model continually undergoes peer reviews based on current trends and meets all requirements of the Transportation Conformity Rule.	

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				be expanded to include active transportation. If the outputs only include motorized vehicle and transit modes 21% of the trips in Southern California are being excluded from the model. ● In addition to highway and transit network assignments under "Network Assignment Model Outputs," the active transportation network needs to be considered and analyzed.		
				Bicycle and Pedestrian Networks ● A summary of bicycle and pedestrian networks should be discussed in the tables on transportation system attributes. Since our transportation system directly affects public health outcomes and mode choice, the availability and convenience of these networks will determine mode choice. Understanding the existing and needed infrastructure will help SCAG and the CTCs to better allocate funding.	Bike and Pedestrian networks are described in depth in the 2012-2035 RTP/SCS.	
				Non-Motorized Trips ● The analysis of non-motorized (active transportation) trips suggest there will be an approximately 1% increase in the number of non-motorized trips. SCAG should conduct an analysis to determine the funding levels necessary to produce different percentage increases in the number of active transportation trips and include this in the Financial Plan.	Scenario development is not a function of the FTIP. The FTIP is the funding document for the first 6 years of the RTP/SCS and sets forth funding strategies as identified and prioritized by the county commissions. Scenario development was implemented during the	

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					early planning stages of the 2012-2035 RTP/SCS.	
				Section III Timely Implementation Of TCMs SCAG should work with each CTC to ensure that all active transportation projects are included as TCM measures and that these projects are given priority funding. In addition, in order to build out the active transportation networks in a timely manner, SCAG should encourage each CTC to increase the number of active transportation projects that are submitted. By fast tracking active transportation in Southern California we will realize the public health and environmental benefits of these projects sooner. At present SANDAG is developing both a Bicycle Early Action Program and an Active Transportation Early Action Program in order to increase the investment in active transportation in the next 10 years. We would like to see SCAG work with the CTC's to create similar programs.	At its July 5, 2012, the Regional Council approved the development of an Active Transportation subcommittee. This subcommittee will be responsible for recommending to the Transportation Committee (TC) policies which implement the 2012-2035 RTP/SCS as it relates to Active Transportation. Policy recommendations approved by the TC will be forwarded to SCAG's governing board, the Regional Council, for final review and approval. These anticipated, new SCAG policies may assist local jurisdictions and the County Transportation Commissions (CTCs) in initiating active transportation projects. Per the 2013 FTIP	

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					Guidelines adopted by the Regional Council, each CTC is required to identify and include Transportation Control Measures (TCMs) in its County TIP, Further, a TCM project or program becomes a committed TCM once funds have been programmed for right-of-way and/or construction in the first two years of the FTIP. Committed TCM projects require priority in funding, as well as demonstration of timely implementation, in accordance with the schedule provided in the FTIP. Note that TCMs are only required by the Federal Clean Air Act in ozone non-attainment areas that are classified as "serious" and above [Section 182(c)] which currently include the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin in the SCAG region. As discussed during the	

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					2012-2035 RTP/SCS adoption process it was acknowledged that not all locally funded non-motorized projects are listed in the FTIP. The local agencies are implementing projects through the use of their local funds which are not required to be in the FTIP. The FTIP does not contain all the local funding that implements non-motorized type projects.	
				Section IV Financial Plan ● The financial plan only highlights Transit, State Highway and Local Highway projects and is unclear about the percentage of funding that has been committed for bicycle and pedestrian improvements.	The Financial Plan is required by the funding agencies for all MPOs in the state. The format seen in the FTIP was developed by funding agencies and all MPOs are required to use this format to demonstrate that their respective FTIPs are financially constrained. Located in the same section is the 2013 Federal Transportation Improvement Program Expenditure Summary that	

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				● The plan should include a discussion of the relative costs and benefits of building and maintaining different facilities for different modes. Bicycle and pedestrian projects are often the most cost effective and cheapest projects to build and maintain. In addition, bicycle and pedestrian projects produce more jobs per dollar spent than highway projects. Sincerely, Rye Baerg and Pauline Chow Southern California Regional Policy Managers Safe Routes to School National Partnership	provides a breakdown of expenditure by project category. The purpose of the FTIP is to provide a capital list of projects consistent with the goals and policies identified in the RTP/SCS. Relative costs and benefits of building projects are identified at the local level. All transportation funds are not interchangeable due to funding restrictions and commitments made through the local sales measures.	
FTIP 13-6	3-Aug-12	Joyce Dillard	Private Citizen	Comment Email: State Implementation Plans for the South Coast Air Quality Management District SCAQMD has not been achieved in PM, NOx and Ozone with continued extensions for compliance. Rules are made but successful implementation success is guaranteed, only forecast. There needs to be a grip on reality to	The Draft 2013 FTIP has met the 5 Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) Transportation Conformity Regulations. They can be found on pages 2 & 3 of	3-Aug-12

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				recognize aspects of an over-built environment. Will conformity ever be achieved?	the Draft 2013 FTIP Executive Summary – Conformity is a required linkage between the transportation plan and State Implementation Plan (SIP). Implementation issues of the SIP are handled by the agencies responsible for the measures in the SIP as well as regional, state and federal air agencies.	
				Bicycles, ridden by a minority, are being used as a solution. How?	The 2013 FTIP strives to meet the goals of the 2012-2035 RTP/SCS, which calls for a balanced, multimodal approach to transportation improvements that provides options, including the automobile, public transportation, and active transportation.	
				Neglected are the Environmental Impacts and Health Risk Assessments of projects such as the Metrolink Maintenance Facility. Those important environmental impacts were never analyzed on any long-term basis and no mitigations have been taken on diesel	Projects listed in the FTIP were included in the 2012-2035 RTP/SCS, which was adopted by SCAG in April 2012; thus the environmental impacts of	

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				emissions. Instead, the surrounding neighborhoods fight for some environmental justice because their health has deteriorated and their children have issues with health and with their school education. This is not mentioned in this plan. More than vehicles are aspects of other transportation modes that pollute centers of economy. Monitoring stations are based on wide areas, not source point areas. The pollutants affect more than the air, it affects the water and interferes with that Commerce aspect of the Clean Water Act. These impacts are not addressed.	such projects were previously analyzed on a regional scale and mitigation measures were identified in the Program Environmental Impact Report (PEIR) for the 2012-2035 RTP/SCS. Project-level analyses are typically required of the project's implementing agency, and are not required as part of the development or update of the FTIP. These impacts were analyzed in the 2012-2035 RTP/SCS Program Environmental Impact Report, and lead agencies must conduct project-level environmental review of the individual projects (there is no EIR required for the FTIP as it is not a plan or project but is the programming document for the RTP).	

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				The mode to go to Public Transportation is not the solution, as Metrolink represents Public Transportation. Metrolink also crosses various Air Quality Control Districts but the Maintenance Facility is in SCAQMD and is in the vicinity of freeways to compound the air quality problem. Transportation Control Measures TCM does not take into account the absence first-mile, last-mile transport.	All the pollution impacts of transit, HOV, Metrolink etc. have been modeled at a regional level for the 2012 RTP/SCS and 2013 FTIP.	
				HOV lanes are addressed as a solution, yet the Los Angeles Convention and Event Center (Farmer's Field NFL Stadium) is being planned with heavy concentrations of people flooding sports events. Without proper studies, public transportation is being used as a solution. In Los Angeles, low-income riders frequent the Public Transportation system while more affluent riders frequent Metrolink. More pollution is expected with increased Metrolink connections and increased truck and vehicle traffic flow to this destination.	A project-level environmental impact report (EIR) must be completed for the proposed Farmers Field project, as required by California law, to identify impacts such as traffic impacts, and to identify mitigation measures. An EIR for Farmers Field is currently under development.	
				Where is the conformity?	The Draft 2013 FTIP has met the 5 Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and the U.S. Environmental Protection Agency (EPA)	

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					Transportation Conformity Regulations. The Conformity findings may be found on pages 2 & 3 of the Draft 2013 FTIP Executive Summary. Upon approval of the 2013 FTIP the SCAG Regional Council will also approve the associated conformity findings.	
				We cannot be guaranteed that there is financial stability as municipalities are cash poor and many have gone bankrupt.	Comment Noted	
				Not mentioned is the debt load carried by the participating municipalities and their ability or inability for infrastructure improvements and the operation and maintenance funding to maintain those assets.	The 2013 FTIP only contains projects for which construction or operating funds can be reasonably expected to be available and includes system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the transportation system. Debt management policies of the county transportation commissions are detailed in the 2013 FTIP Financial	

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					Plan. Examples of debt service associated with individual projects are also documented in the 2013 FTIP, such as debt payments for GARVEE Bond-funded projects in Los Angeles County. As indicated in the 2012-2035 RTP/SCS, debt service represents about nine percent of total plan expenditures between FY 2011 and FY 2035. Additional information on debt service can be found in the 2012-2035 RTP/SCS Transportation Finance Chapter.	
				Circulation Elements of the participating municipalities are not discussed, yet they are required.	The FTIP has no authority over circulation elements, which fall under the purview of local jurisdictions.	
				Regional Connector, in the City of Los Angeles, is being viewed as a solution, yet job growth does not exist in the area. Farmer's Field, the Football Stadium, may benefit the most from a Regional Connector.	The Regional Connector is included in the adopted 2012-2035 RTP/SCS. An Environmental Impact Study/Environmental	

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				That is only one business in a large Metropolitan area.	Impact Report (EIS/EIR) has been completed by the Los Angeles County Metropolitan Transportation Authority, which documents a projected employment growth in the study area.	
				Charter Schools and their dependence on private transportation (cars) or public transportation to attract students to their schools should be considered. Charter Schools' jurisdiction is the State of California, not one City or County School District. With 241 (approximately) Charter Schools in the Los Angeles Unified School District area, one needs to consider the stresses of distance to school attendance. Each Charter School is a Local Education Agency LEA or School District unto itself.	SCAG evaluates emission at a regional level. Transportation and emissions model updates will continue and all relevant mobile sources of emissions will be updated and assessed as needed.	
				There are no jobs created in this distance traveling.	Comment noted.	
				Is equestrian transport ever considered? Trails are necessary, especially if an earthquake or other disaster occurs. Only horses and donkeys will be able to get through congested roads or damaged roads.	The 2012-2035 RTP/SCS calls for the increase in our region's bikeway lane miles from 4,315 to 10,122 by 2035. In most cases, all modes of active transportation will be	

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					permitted to utilize such bikeways, including equestrian transport. The 2012-2035 RTP/SCS also addresses Safety and Security goals related to major human-caused or natural events	
				Have you addressed the Architectural and Transportation Barriers Compliance Board ATBCB Shared Use Path Accessibility Guidelines or Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way? What costs are involved both in capital costs and operations and maintenance? Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031	These guidelines apply to the construction of transportation infrastructure. However, the 2012-2035 RTP/SCS does encourage the development of a balanced, multimodal transportation system for all users.	
FTIP 13-7	3-Aug-12	Lucian Go Amanda Eaken	Natural Resources Defense Council Deputy Director, Sustainable	Official Comment Letter: Re: Comments on SCAG's Draft 2013 FTIP President Becerra, The Natural Resources Defense Council, Move LA and the American Lung Association in California respectfully submit these comments on SCAG's Draft 2013 Federal Transportation Improvement Program.		3-Aug-12

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		Denny Zane Bonnie Holmes -Gen	Communities NRDC Executive Director Move LA American Lung Association in California.	As you know, NRDC, Move LA, and ALA in California were deeply involved in the development of SCAG's recently adopted Sustainable Communities Strategy under SB 375 and supported the goals of cleaner air, improved health and more sustainable communities. This plan has been hailed as a "model of sustainability" by the Los Angeles Times, and national media outlets have asked, "Is SoCal America's Next Environmental Success Story?" The unanimous vote of the 84 member SCAG Board to adopt this 20 year plan was a victory celebrated by many. But as we heard former SCAG President Larry McCallon tell the California Air Resources Board in March, "This plan means nothing if it is not implemented. I and my agency (SANBAG) are committed to implementing this plan." We are pleased to hear this commitment. And we believe that the Draft 2013 FTIP is the first concrete step that SCAG will take to implement the SCS. The TIP is the culmination of the regional transportation planning and project selection process, and identifies specific near-term projects over a four-year period to move the region towards its transportation vision. Our preliminary review of the FTIP reveals that its balance of projects is not yet commensurate with the bold vision and strong commitment to sustainable communities and improved health that characterized the	Federal regulations require the FTIP to be consistent with the RTP and meet all applicable conformity regulations. Based on technical analysis, we have determined that the Draft 2013 FTIP is in conformity with the State Implementation Plans for air quality, pursuant to the federal Clean Air Act and U.S. EPA Transportation Conformity regulations, and with the adopted 2012-2035 RTP/SCS projects and policies. The 2012-2035 RTP/SCS demonstrated a shift in policies and investments	

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				recently adopted Sustainable Communities Strategy. With this letter, we are urging SCAG and its Regional Council, in collaboration with your member County Transportation Commissions, to review the lists of projects submitted, and identify the projects that are no longer relevant because they support urban sprawl, a development pattern that is no longer viable. We ask you to reconsider any projects that are inconsistent with the goals and ambitions of the highly laudable plan you just adopted. Further, consistent with direction below excerpted from the 2013 FTIP guidelines, we ask you to prioritize those projects that *do* further the goals of the SCS. We know from experience that creating sustainable communities and providing real, sustainable transportation choices does not happen overnight. These projects have long lead times before they will be completed. Therefore, we need to start *now* down a path of creating a truly sustainable Southern California. *"Under SB 375, SCAG is required to achieve per capita reductions of greenhouse gas emissions from improved, integrated land use and transportation planning.* *SCAG must achieve a 2020 target of 8% and a 2035 target of 13%. SCAG has a number of supporting programs and policies to the RTP/SCS, with the goal to reduce vehicle*	through the addition of funds to active transportation and the melding of land use with transportation investments to create economies of scale. In line with the 2012-2035 RTP/SCS, the 2013 FTIP continues to demonstrate this shift in policies that are reflected in the 2012-2035 RTP/SCS. The development of the 2013 FTIP in the SCAG region was developed through a "bottom up" approach. The County Transportation Commissions (CTCs) are responsible for prioritizing and determining the projects that go into their respective County FTIPs which were transmitted to SCAG in January 2012. Thus, each CTC has a project selection process that was conducted prior to submitting their 2013 County FTIP to SCAG.	

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				miles traveled and greenhouse gas emissions from passenger vehicles. *In order for SCAG to be able to meet its 2020 target, it is critical that the 2013 FTIP prioritize funding for transportation choices that help the region move towards sustainability. As such, the CTCs are required to help the region meet these targets. Given the long lead time involved in the construction of transportation projects, it is necessary to prioritize funds now for projects that will help to reduce demand for single occupant vehicle miles traveled and promote less polluting alternatives. CTCs are strongly encouraged to carefully review* *County TIP projects and to earmark funding in the 2013 FTIP for projects which help to contribute to transportation choices and promote the development of mixed-use, transit-oriented and other innovative growth. SCAG is committed to take into account the broader goals of the 2012 RTP and its requirements as set forth by SB 375 when creating the 2013 FTIP."i* We believe SCAG needs to do more to demonstrate that the brilliant conversations about sustainability and public health priorities that occurred during the development of the SCS truly marked a change in direction in your agenda. We need to see a directional shift in policies and investments to support	SCAG has reorganized its structure and developed several new departments, including an Active Transportation Department, with the goal of implementing the RTP/SCS. Moreover, the	

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				sustainable development patterns that promote transit and reduce the need to drive. We further urge you to incorporate health indicators in the decision making process to measure health outcomes of TIP projects such as increases in walking and cycling, reduction in injuries from vehicular, pedestrian and bicycle collisions, reductions in air pollution, and access to goods and services.	Regional Council approved the creation of six subcommittees that will develop policy in specific areas such as sustainability, active transportation, and public health. As policy guidance is developed through the subcommittees, SCAG will work with the County Transportation Commissions and local agencies to measure the outcomes of policy recommendations and develop strategies and identify projects that will benefit the region.	
				Further, we request that in the future, SCAG and its member County Transportation Commissions embrace an improved public process surrounding the adoption of the FTIP. The process of creating the SCS involved dozens of public outreach meetings and hours of public comment over several months. The TIP process, by contrast, involved a Notice of Availability posted during the summer months and two hearings –just a 30 day process in its entirety. Programming actual funds to build	SCAG is committed to working with the County Transportation Commissions (CTCs) to assess and improve as needed the public participation process for development of future FTIPs. Consistent with federal regulations (23 U.S.C. Section 134 and 49 U.S.C. Section 5303),	

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				real projects is a critical part of implementing the RTP/SCS, one that calls for a more inclusive and public process. The Call for Projects from the MPO to the CTCs, for example, which occurred in January, was not widely noticed to the public.	SCAG has developed a Public Participation Plan that provides details on the public participation process for the FTIP that meets federal and state requirements. Part of the development of the SCAG's FTIP requires the County Transportation Commissions to submit their County TIPs for analysis and development of the draft FTIP. To clarify, the January due date referenced in the 2013 FTIP Guidelines is the date that the County Transportation Commissions had to submit their County TIPs to SCAG. The County TIPs are not a Call for Projects since SCAG does not award funding to specific projects.	
				As another example, the guidelines referenced above, which SCAG issued to the CTCs in the Call for Projects, is an internal document, not found anywhere on SCAG's website. It should be publicly available. We were only able to obtain a copy by requesting it from staff. Clearly, this is not a transparent and	The 2013 FTIP Guidelines have been posted on the SCAG website and future FTIP Guidelines will be posted on the SCAG website during the FTIP public review and	

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				inclusive process and it must be changed. We recommend instead that SCAG and the CTCs hold public educational forums early in the cycle to help public stakeholders participate in the process and ensure that all relevant guidance is posted on the SCAG and CTC websites. We believe you could do more to foster public participation throughout the development of the TIP by continuing some of the best practices you used during the SCS process.	comment process.	
				We direct your attention to the excellent process recently undertaken by the Bay Area's Metropolitan Transportation Commission to assess the performance of their transportation projects and their alignment with performance goalsii, and ask that SCAG and its CTCs undertake a similar analysis during the next TIP process. During this process, staff attempted to analyze how closely aligned MTC's major upcoming transportation investments were with the region's 10 adopted performance goals, and scored projects based on these objectives. This process gives decision makers and the public a reasonably good sense of how well the agency's investments will move the region in its chosen direction.	SCAG is also embarking on establishing performance criteria for the FTIP as specified by the recently enacted federal surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21). In close consultation with the county transportation commissions, transit operators, Caltrans, federal funding agencies, and other stakeholders, SCAG will establish performance criteria for the RTP/SCS and the FTIP.	
				We recognize there are legitimate constraints engendered by some of the funding sources	The 2012 RTP/SCS identifies opportunities to	

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				used for projects in the FTIP, but believe there is significantly more that can be done to accelerate projects that provide real sustainable transportation choices that Southern Californians deserve. We are committed to working with you to implement this excellent SCS, and we look forward to a sustained partnership. Sincerely, Amanda Eaken Deputy Director, Sustainable Communities NRDC Denny Zane Executive Director Move LA Bonnie Holmes-Gen American Lung Association in California.	increase funding for active transportation. SCAG will continue to work with the County Transportation Commissions in developing new policy strategies that can generate funding for transportation projects that support the goals identified in the RTP/SCS. Once funding is identified, projects may then be submitted for the FTIP.	
FTIP 13-8	5-Jul-12	Herman Cheng	Los Angeles County Metropolitan Transportation Authority	Metro sent an e-mail on July 5 requesting that ten projects swap CMAQ funds for RSTP funds.	SCAG made the requested changes to the ten projects Metro requested.	5-Jul 12
FTIP 13-9	8-Aug 12	Vincent Mammano	Federal Highway Administration	Thank you for submitting the Southern California Association of Governments (SCAG) Draft Fiscal Year (FY) 2012/13- 2016/17 Federal Transportation Improvement Program (FTIP) to the Federal Highway		23-Aug 12

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				Administration (FHW A) for review. Overall we find that SCAG has organized and developed a comprehensive Draft FY 2012/13 - 2016/17 FTIP document that substantially meets the requirements of 23 Code of Federal Regulations (CFR) § 450 and for the Final Rule on Statewide and Metropolitan Transportation Planning as published in the February 14, 2007 Federal Register. SCAG's document appears to adequately address transportation conformity and Clean Air Act provisions, proposes an air quality regional emissions analysis update, lists wholly jurisdictional Transportation Control Measure (TCM) details, incorporates a financial plan within limits of SCAG regional projected revenues, and specifies an all-inclusive register of projects expected to proceed. Specific comments we have on the Draft FY 2012/13-2016/17 FTIP are as follows: • FHW A commends SCAG for keeping its Public Participation Plan (PPP) current-adopted January 5, 2012. While SCAG's PPP is available electronically online, document reference seems to go without mention in the draft FTIP. There appears to be brief	SCAG has included additional information explaining that the FTIP was prepared in accordance with SCAG's Public Participation Plan	

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				discussion on interagency consultation and public involvement in the conformity requirements and findings section, yet additional public involvement procedure requirement dialogue and reference to SCAG's PPP may go to further enhance clarity of public participation in the FTIP	(PPP). This information includes the link to SCAG's PPP as well. The updated information is included in both Vol I and Vol II of the Final 2013 FTIP.	
				• For supplemental public information enhancement, FHW A recommends SCAG consider including tables/graphics that contain information and links to key SCAG transportation documents (i.e. RTP, OWP, etc.) in the Final FY 2012/13- 2016/17 FTIP. Such particulars may possibly be incorporated as a document attachment or even inserted inside the front and/or back cover. Detail inclusion of these components may also have multipurpose utilization in all key SCAG transportation planning documents, in addition to the FTIP.	SCAG has included a copy of the SCAG publication "SCAG General Fact Sheet" and a "Weblinks to SCAG and SCAG's main work programs" page at the beginning of Volume III of the Final 2013 FTIP.	
				• At the Federal Statewide Transportation Improvement Program (FSTIP) Workshop, held in January 2012, Environmental Justice (EJ)/Title VI analysis was an item conversed in need for transportation planning product support to comply with EJ and Title VI. SCAG documented in October 2000 compliance procedures for EJ, how was this considered in development of SCAG's Draft	The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive	

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				FY 2012/13 - 2016117 FTIP and was an EJ/Title VI FTIP analysis conducted for the projects integrated in the draft document? FHW A recommends SCAG to incorporate more discussion of EJ/Title VI factors into the Final FTIP version. FHW A also recommends SCAG consider an EJ compliance measures update because it appears the latest production was completed in 2000.	environmental justice analysis. The Draft 2012/13-2016/17 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2012/13-2016/17 FTIP. As stated in our *Compliance Procedure for Environmental Justice in the Transportation Planning Process* (October 2000), "since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations … , the TIP is also presumed to meet these expectations." SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent	

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					FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012). Additionally, a key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice	

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					population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf). The 2013 FTIP Executive Summary and Technical Appendix II Section V was updated to address Environmental Justice.	
				We once again appreciate the timely submittal of SCAG's Draft FY 2012/13- 2016/17 FTIP, in concurrence and cooperation with Caltrans' 2013 FSTIP development schedule, and for the diligent work SCAG staff invested to compile the draft. FHW A will continue to		

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				monitor SCAG's FTIP as the 2013 FSTIP schedule moves forward, and we may provide additional comments on the submitted Final FY 2012/13-2016/17 FTIP document. If you have questions or need clarification as it pertains to FHW A's comments on SCAG's Draft FY 2012/13-2016/17 FTIP, please contact Michael Morris of the FHW A California Division's Cal-South office at (213) 894-4014, or by email at michael.morris@dot.gov. cc: (email) Hasan Ikhrata, SCAG Rich Macias, SCAG Rosemary Ayala, SCAG Ted Matley, FTA Region IX Ray Sukys, FT A Region IX Vincent P. Mammano Division Administrator Abhijit Bagde, Caltrans Programming (abhijit bagde@dot.ca.gov) Muhaned Aljabiry, Caltrans Programming (muhaned aljabiry@dot.ca.gov) Karina O'Connor, EPA Region IX Lisa Hanf, EPA Region IX Stew Sonnenberg, FHW A-CA Jermaine Hannon, FHW A-CA Michael Morris, FHW A-CA cc: SCAG 2012/13 FTIP Binder MM/		

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ATTACHMENT 3

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RESOLUTION NO. 12-542-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING THE 2011/13 – 2017/18 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2013 FTIP)

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(d) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §134 et seq., 49 U.S.C. §5303et seq., and 23 C.F.R. §450.312; and

WHEREAS, under state law SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of the RTP and Sustainable Communities Strategy under California Government Code §65080 et seq., and the FTIP under California Government Code § 65082 and Public Utilities Code §130301 et seq.; and

WHEREAS, under federal metropolitan transportation planning law, 23 U.S.C. §134 et seq. and implementing regulations under 23 C.F.R Part 450, an MPO shall develop and update a FTIP for the metropolitan planning area covering a period of no less than four years. In addition, under state law, the FTIP must be updated every two years so as to be consistent with the State Transportation Improvement Program (STIP). The SCAG Regional Council adopted and approved the FY 2010/11 – 2015/16 FTIP (2011 FTIP) in September 2010. As such, the 2013 FTIP updates the 2011 FTIP; and

WHEREAS, the 2013 FTIP is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first four fiscal years (2012/13, 2013/14, 2014/15, and 2015/16) and a listing of obligated projects from prior years that may require state or federal action. Projects in the additional years (2016/17 and 2017/18) are to be considered by the Federal Highway Administration (FHWA) and Federal Transportation Agency (FTA) as informational. The 2013 FTIP is composed of over 1,100 transportation projects with $32.5 billion dollars programmed in fiscal years FY 2012/13 to FY 2017/18; and

WHEREAS, 23 U.S.C. §134(j)(3)(C) and 23 C.F.R. § 450.324(g) requires each project or project phase in the 2013 FTIP to be consistent with the 2012 RTP; and

WHEREAS, 42 U.S.C. § 7506(c)(1) requires the 2013 FTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin; and

WHEREAS, the 2013 FTIP used the most recently approved version of Emission Factors as approved by the California Air Resources board and the U.S. Environmental Protection Agency (EPA) for conformity analysis; and

WHEREAS, 23 C.F.R. §450.330(e) requires that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the transportation conformity regulations at 40 CFR Parts 51 and 93; and

WHEREAS, SCAG has worked concurrently with local, state, and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by federal and state metropolitan transportation planning provisions; and

WHEREAS, 23 C.F.R. §450.330(a) requires each MPO to adopt a public participation program. SCAG approved and adopted a Public Participation Plan on March 1, 2007, to serve as a guide for SCAG's public involvement process. This Public Participation Plan was further amended on January 5, 2012, to provide more explicit details as to SCAG's strategies, procedures and techniques for public participation on the RTP, FTIP and the Overall Work Program (OWP). Such strategies, procedures and techniques require SCAG to hold a public hearing regarding a draft FTIP; and

WHEREAS, on April 4, 2012, the SCAG Regional Council adopted the Final 2012-2035 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS); and

WHEREAS, SCAG staff has conducted an analysis of the Draft 2013 FTIP and found that the 2013 FTIP complies with federal and state metropolitan planning requirements and is consistent with the 2012-2035 RTP/SCS and its policies; and

WHEREAS, in accordance with the interagency consultation requirements, 40 C.F.R. §93.105 as well as the provisions of SCAG's Public Participation Plan, SCAG consulted with the respective transportation and air quality planning agencies, which involved discussion of a draft of the 2013 FTIP with the Transportation Conformity Working Group (a forum for implementing the interagency consultation requirements) on June 26, 2010. In addition, the Draft 2013 FTIP was reviewed by the Transportation Committee on July 5, 2012, who in turn authorized the release of the draft of the 2013 FTIP for a 30-day public review and comment period. The Draft 2013 FTIP was available for public review and comment from July 5, 2012 to August 3, 2012, during which time SCAG held two (2) public hearings regarding the Draft 2013 FTIP on July 19 and 26, 2012, respectively; and

WHEREAS, comments received during the public review and comment period were considered by staff and appropriately addressed as part of the final version of the Draft 2013 FTIP; and

WHEREAS, the 2013 FTIP complies with the required transportation conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process. Specifically, the 2013 FTIP demonstrates timely implementation of TCMs in the applicable State Implementation Programs (SIPs) within the SCAG region, and includes a Finance Plan that indicates estimated available resources including resources from public and private sources that are reasonably expected to be available to carry out the 2013 FTIP as required by 23 U.S.C. §134(h)(2)(b). Further, the 2013 FTIP reaffirms the transportation conformity determination of the 2012-2035 RTP/SCS update and takes into account minor revisions related to project descriptions, schedules and funding; and

WHEREAS, SCAG's Executive/Administration Committee (EAC) acting on behalf of the Regional Council has reviewed the final 2013 FTIP and related staff reports and materials, which are incorporated herein by this reference.

NOW, THEREFORE BE IT RESOLVED, by the EAC acting on behalf of the Regional Council of the Southern California Association of Governments as follows:

1. The EAC, on behalf of the Regional Council, approves and adopts the 2013 FTIP for all six (6) counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) in the SCAG region for the purpose of complying with federal and state metropolitan transportation planning requirements. In adopting the 2013 FTIP, the Regional Council finds as follows:

    a. The 2013 FTIP complies with all applicable federal and state requirements;

    b. The 2013 FTIP implements and is consistent with SCAG's 2012-2035 RTP/SCS;

    c. The 2013 FTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basis as required by 42 U.S.C. §7506(c)(1) and accompanying Federal regulations at 40 C.F.R. Parts 51 and 93; and

    d. The 2013 FTIP passes all required conformity tests with respect to financial constraint, timely implementation of transportation control measures, the regional emission analysis and the inter-agency consultation/public review process.

2. In approving the 2013 FTIP, the EAC, on behalf of the Regional Council, approves the staff findings and incorporates all of the foregoing recitals in this Resolution.

3. SCAG's Executive Director or his designee shall transmit the 2013 FTIP to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

APPROVED AND ADOPTED by the Executive/Administration Committee on behalf of the Regional Council of the Southern California Association of Governments at a special meeting this 19th day of September, 2012.

_____
Hon. Glen Becerra
President, SCAG
Councilmember, City of Simi Valley

Attested by:

_____
Hasan Ikhrata
Executive Director

Approved as to Form:

_____
Joann Africa
Chief Counsel

REPORT

AGENDA ITEM NO. 3

DATE: September 19, 2012

TO: Executive/Administration Committee (EAC)

FROM: Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Contracts $200,000 or Greater: Contract No. 12-033-C1, Integrated Transit and Land Use Planning for the Foothill Blvd/5th Street Bus Rapid Transit (BRT) Corridor

EXECUTIVE DIRECTOR'S APPROVAL: Hasan Ikhrata

RECOMMENDED ACTION:
That the EAC, acting on behalf of the Regional Council, approve Contract No. 12-033-C1, with Transportation Management Design (TMD), Inc., in an amount not-to-exceed $379,291, to conduct a study of integrated transit and land use planning for the Foothill Blvd/5th Street Bus Rapid Transit (BRT) Corridor in San Bernardino County.

EXECUTIVE SUMMARY:
Staff recommends approval of Contract No. 12-033-C1 with TMD to conduct a study in coordination with agencies from San Bernardino County of integrated transit and land use planning for the Foothill Blvd/5th Street Bus Rapid Transit (BRT) Corridor. Among other things, the study shall provide recommendations to maximize operational efficiency and potential for transit-supportive land uses; develop station-area land use plans that take advantage of the future presence of BRT thereby increasing BRT ridership potential, reducing vehicle travel and emissions.

Contract No. 12-033-C1 was originally scheduled for review and approval by the Regional Council (RC) on September 6, 2012. However, due to a lack of quorum of the RC meeting, this item is presented today to the EAC for review and approval, who will be acting on behalf of the RC. Action is needed before the next regularly rescheduled RC meeting given that there has already been a delay in obtaining RC approval due to the RC being dark in August and staff seeks to begin work on the project as soon as possible.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

BACKGROUND:
Staff recommends executing the following contract $200,000 or greater:

Consultant/Contract #	Contract Purpose	Contract Amount
Transportation Management Design, Inc. (TMD) (12-033-C1)	The consultant shall provide a review of existing conditions, identify express bus/BRT concept options, identify operational characteristics for each concept, provide land use planning in station areas; evaluate Express Bus/BRT options, and provide recommendations and implementation planning.	$379,291

FISCAL IMPACT:
Funding is available in the FY 2012/13 budget.

ATTACHMENT:
Consultant Contract No. 12-033-C1 Summary

CONSULTANT CONTRACT 12-033-C1

Recommended Consultant: Transportation Management Design, Inc. (TMD)

Background & Scope of Work: The objectives of the project are to: refine the Foothill/5th Street Bus Rapid Transit (BRT) Corridor alignment, operational concepts, and station locations to maximize operational efficiency and potential for transit-supportive land uses; develop station-area land use plans that take advantage of the future presence of BRT thereby increasing BRT ridership potential, reducing vehicle travel, and reducing emissions; facilitate the future implementation of the Foothill/5th Street Corridor BRT line and associated land use plans in station areas, tailored to each BRT segment and jurisdiction; and establish an evaluation process "template" for non-rail premium transit options in suburban settings that can be applied to other corridors within and outside San Bernardino County.

The consultant shall provide a review of existing conditions, identify express bus/BRT concept options, identify operational characteristics for each concept, provide land use planning in station areas; evaluate Express Bus/BRT options, and provide recommendations and implementation planning.

Project's Benefits & Key Deliverables: This project will allow San Bernardino Associated Governments (SANBAG), Omnitrans, and local jurisdictions to optimize the investment being made in transit infrastructure and operations in the Foothill/5th Street Corridor. This type of integrated planning will provide focus for future land use changes and infrastructure needs around the BRT station areas. The benefits will include increased ridership on the BRT line, improved economic development potential in station areas, improved air quality, enhanced BRT system performance, and additional opportunities for compact, pedestrian-oriented development in the San Bernardino Valley. The key deliverables include, but are not limited to: existing conditions report; express bus/BRT options report; land use and implementation plans; technical memorandum documents; meeting minutes; stakeholder outreach; as well as draft and final reports.

Strategic Plan: This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and Facilitate a Collaborative and Cooperative Environment to Produce Forward Thinking Regional Plans.

Contract Amount:

Total not-to-exceed	**$379,291**
TMD (prime consultant)	$163,093
URS Corporation (subconsultant)	$135,607
Cambridge Systematics (subconsultant)	$80,591

Note: TMD originally proposed $384,775; however, staff negotiated the price down to $379,291 without reducing the scope of work.

Contract Period: Notice-to-Proceed through December 31, 2013

Project Number: 145.SCG02022.01 $379,291
Funding sources: FTA and SANBAG

Request for Proposal (RFP): SCAG staff notified 1,682 firms of the release of RFP 12-033-C1. Staff also advertised the RFP on The Planning Institute's website, American Planning Association's website, Transit Talent website, and posted on SCAG's bid management system. A total of 134 firms downloaded the RFP. SCAG received the following six (6) proposals in response to the solicitation:

TMD (2 subconsultants)	**$384,775**
City Design Studio, LLC (4 subconsultants)	$396,175
HDR Engineering, Inc. (4 subconsultants)	$398,458
AECOM Technical Services, Inc. (1 subconsultant)	$398,876
KOA Corporation (3 subconsultants)	$399,855
Parsons Transportation Group, Inc. (5 subconsultants)	$400,000

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP, and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC interviewed the three (3) highest ranked offerors.

The PRC consisted of the following individuals:

Stephen Fox, Senior Regional Planner, SCAG
Tom Grahn, Associate Planner, City of Rancho Cucamonga
Lawrence A. Mainez, City Planner, City of Highland
Christine Medina, Associate Transportation Planner, Caltrans
Steve Smith, Chief of Planning, SANBAG
Anna Rahtz, Planning Project Manager, Omnitrans
Nancy Strickert, Transit Analyst, SANBAG

Basis for Selection: The PRC recommended TMD for the contract award because the consultant:

- Proposed the lowest cost proposal;
- Demonstrated the most impressive experience in bus transit planning and operations, and BRT planning and operations, including being the firm that planned and launched Los Angeles County Metro's Metro Rapid network that later included a thorough program review with recommendations and adjustments of the Rapid network once it had been fully implemented;
- Proposed providing the most detailed path and steps to FTA funding;
- Provided a team that has developed BRT guidance products for FTA; and
- Provided the most cost-effective distribution of hours for each task, with sufficient number of hours allotted to senior and principal level staff.

REPORT

AGENDA ITEM NO. 4

DATE: September 19, 2012

TO: Executive/Administration Committee (EAC)

FROM: Basil Panas, Acting Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Contracts $200,000 or Greater: Contract No. 12-043-C1, On-Call Economic Advisory and Outreach Services

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
That the EAC, acting on behalf of the Regional Council, approve Contract No. 12-043-C1, with multiple consultants, in an amount not-to-exceed $1,000,000, to provide on-call economic advisory and outreach services for a two-year period.

The multiple consultants are:

1. California Lutheran University - The Center for Economic Research and Forecasting
2. CDM Smith
3. Center for Continuing Study of the California Economy (CCSCE)
4. Development Management Group, Inc.
5. Economics & Politics, Inc.
6. GrassrootsLab, LLC
7. Green Tech Coast LLC
8. Jack Faucett Associates
9. Kosmont & Associates, Inc.
10. Los Angeles County Economic Development Corporation (LAEDC)
11. Orange County Business Council

EXECUTIVE SUMMARY:
In June 2011, the Southern California Economic Recovery & Job Creation Strategy ("Strategy") was approved by the Regional Council. The Economic Strategy identifies opportunities for SCAG to partner with member cities, counties, business leaders, organized labor, environmental groups, and other key stakeholders to create jobs to reduce or remove high-priority economic challenges and provide solutions to expedite Southern California's economic recovery. In June 2012, the Region Council directed staff to develop Phase II of the Southern California Economic Recovery & Job Creation Strategy and engage the economic expertise necessary to complete the work. This economic work effort is also consistent with approved implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG has selected multiple consultants for the contract award, and may request on-call economic services for two (2) major areas: 1) Economic Analysis and Advisory Services; and 2) Outreach Services.

Contract No. 12-043-C1 was originally scheduled for review and approval by the Regional Council (RC) on September 6, 2012. However, due to a lack of quorum of the RC meeting, this item is presented today to the EAC for review and approval, who will be acting on behalf of the RC. Action is needed before the next regularly rescheduled RC meeting given that there has already been a delay in obtaining RC

approval due to the RC being dark in August and staff seeks to begin work on the project as soon as possible. In addition, immediate work by the consultants is needed to begin development of materials for SCAG's Economic Summit scheduled for December 2012.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process; and Objective c: Provide practical solutions for moving new ideas forward.

BACKGROUND:
Staff recommends executing the following contract $200,000 or greater:

Consultant/Contract #	Contract Purpose	Contract Amount
Consultants Identified Above (12-043-C1)	The consultant shall provide a variety of economic advisory services to support SCAG's implementation of the 2012-2035 RTP/SCS and implementation of Phase II of the Economic Recovery and Job Creation Strategy development.	$1,000,000

FISCAL IMPACT:
Funding is available in the FY 2012/13 budget.

ATTACHMENT:
Consultant Contract No. 12-043-C1

CONSULTANT CONTRACTS 12-043-C1 through 12-043-C11

Recommended Consultants:

1. California Lutheran University - The Center for Economic Research and Forecasting
2. CDM Smith
3. Center for Continuing Study of the California Economy (CCSCE)
4. Development Management Group, Inc.
5. Economics & Politics, Inc.
6. GrassrootsLab, LLC
7. Green Tech Coast LLC
8. Jack Faucett Associates
9. Kosmont & Associates, Inc.
10. Los Angeles County Economic Development Corporation (LAEDC)
11. Orange County Business Council

Background & Scope of Work:

In June 2011, the Southern California Economic Recovery & Job Creation Strategy ("Strategy") was approved by the Regional Council. The Economic Strategy identifies opportunities for SCAG to partner with member cities, counties, business leaders, organized labor, environmental groups, and other key stakeholders to create jobs to reduce or remove high-priority economic challenges and provide solutions to expedite Southern California's economic recovery. In June 2012, the Regional Council directed staff to develop Phase II of the Strategy and engage economic expertise necessary to complete the work.

SCAG requires economic advisory services with knowledge and expertise from the six (6) county regions to support SCAG's Phase II Economic Recovery and Job Creation Strategy development and implementation of the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

SCAG has selected multiple consultants for the contract award, and may request on-call services for two major areas: 1) Economic Analysis and Advisory Services; and 2) Outreach Services.

Project's Benefits & Key Deliverables:

The project's benefits and key deliverables include, but are not limited to:

- Supporting the development of Phase II of the Strategy;
- Providing economic analysis and written assessments of SCAG's planning activities;
- Analyzing, regionally significant economic indicators, as needed;
- Documenting the economic benefits and job impacts of the 2012-2035 RTP/SCS, including case studies, to better describe economic importance of transportation investments;
- Assessing the economic impacts of transportation investments and cost of delays in the transportation arena, including but not limited to, economic impacts of project acceleration, project certainty, and implications for the Strategy;
- Analyzing the Southern California Industry Clusters, including factors in determining the competitive position of each cluster; and
- Increasing collaboration with Southern California's key business, public sector and labor leaders on SCAG's ongoing planning activities.

Strategic Plan: This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective b: Develop external communications and media strategy to promote partnerships, build consensus and foster inclusiveness in the decision making process; and Objective c: Provide practical solutions for moving new ideas forward.

Contract Amount: **Total not-to-exceed** **$1,000,000**

Note: This is for on-call, or as needed services with consultants to be paid a set hourly rate for their services. As such, there is no specific award amount to each consultant, nor does SCAG guarantee any specific amount of work to a consultant. Therefore, no award amounts are shown below.

1.	California Lutheran University - The Center for Economic Research and Forecasting Sub: Weaver Research & Consulting Group	As Needed
2.	CDM Smith	As Needed
3.	Center for Continuing Study of the California Economy (CCSCE)	As Needed
4.	Development Management Group, Inc.	As Needed
5.	Economics & Politics, Inc.	As Needed
6.	GrassrootsLab, LLC	As Needed
7.	Green Tech Coast LLC Sub: William E. Donovan Sub: Geoinversion Technologies, Inc. Sub: The 20/20 Network	As Needed
8.	Jack Faucett Associates	As Needed
9.	Kosmont & Associates, Inc. Sub: Burke Rix Communications, LLC	As Needed
10.	Los Angeles County Economic Development Corporation (LAEDC)	As Needed
11.	Orange County Business Council	As Needed

Contract Period: September 10, 2012 through June 30, 2014

Project Number: 13-055.SCG0131.01/.02 $500,000
14-055.SCG0131.01/.02 $500,000
Funding sources: Consolidated Planning Grant – FHWA, FTA and TDA

Request for Proposal (RFP): SCAG staff notified 1,371 firms of the release of RFP 12-043-C1. Staff also posted it on SCAG's bid management system. A total of 112 firms downloaded the RFP. SCAG received the following 21 proposals in response to the solicitation:

AECOM Technical Services Inc. (no subconsultants)
Beacon Economics, LLC (no subconsultants)
California Lutheran University - The Center for Economic Research and Forecasting (2 subconsultants)
CDM Smith (1 subconsultant)
Center for Continuing Study of the California Economy (no subconsultants)
Development Management Group, Inc. (no subconsultants)

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Economic & Planning Systems, Inc. (no subconsultants)
Economics & Politics, Inc. (no subconsultants)
Economic Roundtable (1 subconsultant)
GrassrootsLab, LLC (no subconsultants)
Green Tech Coast LLC (3 subconsultants)
Jack Faucett Associates (no subconsultants)
Kavet, Rockler & Associates, LLC (1 subconsultant)
Kosmont & Associates, Inc. (1 subconsultant)
Los Angeles County Economic Development Corporation (no subconsultants)
Metropolitan Research and Economics (one subconsultant)
Orange County Business Council (no subconsultants)
Point C (no subconsultants)
Shallman Communications (no subconsultants)
The Planning Center | DC&E (no subconsultants)
The Tioga Group, Inc. (no subconsultants)

Selection Process: The Proposal Review Committee (PRC) evaluated each proposal in accordance with the criteria set forth in the RFP and conducted the selection process in a manner consistent with all applicable federal and state contracting regulations. After evaluating the proposals, the PRC did not conduct interviews because the proposals contained sufficient information upon which to base a contract award.

The PRC consisted of the following individuals:

Darin Chidsey, Acting Deputy Director, SCAG
Simon Choi, Chief of Research and Forecasting, SCAG
Sharon A. Neely, Chief Deputy Executive Director, SCAG

Basis for Selection: The PRC recommended the contract be awarded to a team of consultants as this approach will allow SCAG to retain a broader level of localized independent economic expertise throughout the six county region. Further, it will allow that certain tasks be tailored. The PRC determined that a team approach would improve the quality of the deliverables. Additionally, awarding the contract to multiple consultants provides SCAG greater flexibility to meet the various needs of the scope of work.

The PRC used the following criteria to determine consultant selection:

- Ability to demonstrate economic expertise in a geographical area or industry field;
- Ability to demonstrate experience with conducting outreach services;
- Ability to demonstrate ability to allocate resources to meet SCAG's need for on-call services;
- Ability to demonstrate previous experience preforming economic analysis of a similar scope;
- Ability to demonstrate understanding of the project intent; and
- Provide rates that are reasonable and within the desired range.

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REPORT

AGENDA ITEM NO. 5

DATE: September 19, 2012

TO: Executive Administrative Committee (EAC)

FROM: Sylvia Patsaouras, Acting Director of Strategy, Policy and Public Affairs; patsaour@scag.ca.gov
213-236-1806

SUBJECT: SCAG Memberships and Sponsorships

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
That the EAC, acting on behalf of the Regional Council, approve the following memberships and sponsorships described below in this report.

EXECUTIVE SUMMARY:
The Legislative/Communications &Membership Committee (LCMC) met on August 21, 2012, and recommend approval of up to $30,400 in sponsorships and $117,339 in FY 2012/13 memberships for a total of $147,739.

The following memberships and sponsorships were originally scheduled for review and approval by the Regional Council (RC) on September 6, 2012. However, due to a lack of quorum of the RC meeting, this item is presented today to the EAC for review and approval, who will be acting on behalf of the RC. Action is needed before the next regularly rescheduled RC meeting given that the proposed memberships and sponsorships are time-sensitive and staff seeks to avoid any further delay.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:
The following recommendations are consistent with the approved budget and in accordance with the SCAG adopted Mission Statement and sponsorship policies.

Annual Memberships:
SCAG participation and leadership in several organizations are central to the success of SCAG's core responsibilities and have been included in the FY 2012/13 budget. They are consistent with SCAG work priorities for FY 2012/13 as approved by the RC.

1) California Association of Council of Governments (CALCOG) ($26,647)
   Established in 1977, the California Association of Council of Governments (CALCOG) is a statewide association representing 36 regional planning agencies working to assist each member in developing capacity to serve its members' needs for regional coordination and policy development. CALCOG's members serve as a forum for local governments to prepare regional plans, set regional transportation policy, strengthen the effectiveness of local government, and develop and maintain regional databases.

CALCOG works with and through its members to:

- Review plans, and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils (NARC), and the Association of Metropolitan Planning Organizations (MPOs);
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields;
- Provide an informational clearinghouse on issues of concern to the regions and state.

The FY 2012/13 annual dues are $26,647. Immediate Past President Pam O'Connor serves on the Executive Committee and Executive Director Hasan Ikhrata serves on the Executive Director Committee.

2) Coalition for America's Gateways and Trade Corridors (CAGTC) ($6,500)
SCAG is a founding member of this organization as part of the RC high priority goal to seek a federal freight funding partnership. The Coalition for America's Gateways and Trade Corridors (CAGTC) works with and through its members to raise public recognition and Congressional awareness of U.S. freight needs to promote sufficient funding in federal legislation for trade corridors, gateways, intermodal connectors and freight facilities. CAGTC is comprised of over sixty representative organizations, including state Departments of Transportations (DOTs), MPOs, ports, engineering firms, and freight corridors who work to improve national freight policy. All of the Southern California freight stakeholders are a member of CAGTC. As a CAGTC member, SCAG will have the opportunity to participate in helping shape national freight policy and legislation with the organization. SCAG Chief Deputy Executive Director Sharon Neely currently serves as Vice Chairman of the CAGTC Executive Committee. RC Board Officers regularly travel to Washington, DC to attend their meetings and conferences. The annual dues are $6,500.

3) Southern California Leadership Council and The Center of Economic Development (SCLC) ($20,000)
Established in 2005, The Southern California Leadership Council (SCLC) is comprised of business and community leaders from throughout the 7 counties of Southern California, including four (4) former California Governors. SCLC funds, prioritizes, and approves the work of The Center of Economic Development, which is a regional program of the Los Angeles County Economic Development Corporation (LAEDC). As a program of the LAEDC, the Center benefits from related work of the LAEDC's business assistance, economic research and consulting programs. The Center's work is funded, prioritized and approved by SCLC to shape and solve public policy issues such as business vitality, transportation, energy, water, and goods movement that are critical to SCAG and the region's economic vitality and quality of life. SCAG Executive Director Hasan Ikhrata attends the SCLC meetings and regularly takes SCAG Board Officers. The annual dues are $20,000.

4) National Association of Regional Councils (NARC) ($31,250)
Based out of Washington, DC, NARC is the leading advocate for MPO's and members consist of regional organizations. They regularly provide solutions that positively impact American communities through effective inter-jurisdictional cooperation. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG core responsibilities and adopted Mission.

As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact SCAG members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

SCAG Immediate Past President Pam O'Connor is the elected West Coast representative to the Board. SCAG Executive Director Hasan Ikhrata serves on the Executive Director Committee. SCAG Chief Deputy Executive Director Sharon Neely serves as Chair of their Freight Committee. The annual dues are $25,000.

5) Town Hall Los Angeles ($2,500)
Town Hall Los Angeles convenes events around topics of regional concern and provides a platform for the discussion of solutions from a nonpartisan viewpoint. Since 1937, Town Hall Los Angeles has been supported entirely through dues and grants from individuals and organizations in the region and is counted among the Top Ten Leadership Forums in the nation. Their archive of nearly 5000 speakers provides a rich context for conversations about today's economy, infrastructure, job growth, and other topics of importance to the region. SCAG members attend their meetings and events depending on the subject and availability. Their annual dues are $2,500.

6) American Public Transportation Association (APTA) ($5,442)
The APTA is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. The annual membership provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of new requirements under the recently enacted Federal Transportation Reauthorization Bill, Moving Ahead for Progress in the 21st Century (MAP 21). MAP 21 requires MPOs, in coordination with the State and transit operators, to establish performance targets and incorporate them into the Federal Transportation Improvement Program (FTIP) and Regional Transportation Plan (RTP). SCAG officials and staff have attended conferences in the past, but not actively participated in their committees in developing federal policy. SCAG staff is proposing to become a member in order to participate in the committees that are core to SCAG responsibilities (e.g. Rail Committee, Legislative Committee, etc.). The annual dues are $5,442.

7) Mobility 21 ($25,000)
Mobility 21 is a coalition of public, business, and community stakeholders to pursue regional solutions to transportation challenges facing the SCAG region and San Diego County. Created in 2002 as an effort in Los Angeles County, Mobility 21 became a regional effort in 2007 with the primary goals to support practical solutions to the transportation challenges of all Southern California; mobilize regional support for transportation funding and legislative priorities at the

Federal and State levels; unite political leaders around common transportation priorities; and bring together residents, civic leaders, business groups and industry experts to effectively speak out in support of transportation. The annual dues are $25,000.

The above memberships have been included in the FY 2012/13 budget for a total of $117,339.

Sponsorships:

8) UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium, October 28-30, 2012 ($10,000)
Each year, the UCLA Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues. This year's symposium will take place on October 28-30, 2012 at Lake Arrowhead and will include panels and other forums for dialogue among public officials, private industry leaders, and audience members to explore challenges and opportunities for infrastructure investment to support economically and environmentally sustainable growth in the years ahead.

SCAG has been a sustaining co-sponsor of this program at the $10,000 level, which enables SCAG to maintain membership on the Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers and nominating experts to attend the symposium consistent with SCAG goals. SCAG will be recognized as a Sponsor and a Steering Committee Member in the UCLA symposium notebook of written materials; listed on the symposium letterhead stationery and on signage at the conference center; and recognized in the published proceedings that are widely distributed after the symposium. Staff recommends continued support of this symposium as sustaining co-sponsor at the $10,000 level. SCAG Board members and Executive staff will attend the meeting.

9) 2012 Coro Southern California's Executive Fellows Program ($5,000)
A $5,000 sponsorship of the 2012 Coro Southern California's Executive Fellows Program includes one (1) participant in a part-time leadership program from September 2012 through June 2013. SCAG Vice- President Greg Pettis and Regional Councilmember Margaret Finlay recently participated in this program. The program activities during the year include the following:
- A presentation on state or city budget issues by key policy leaders
- Interpersonal leadership skill development
- An exploration of water challenges in Southern California via site visits
- A panel discussion on public employee pension reform
- Interviews with policy advocates and legislators
- Joint exercises with Coro's Public Affairs Fellows (full-time, post-graduate students)
- A one-day study of a community (corporate, neighborhood, or institutional)

10) SFVCOG Valley Mobility Summit, October 22, 2012 ($1,000)
The San Fernando Valley Council of Governments (SFVCOG) will hold the Annual Valley Mobility Summit the morning of October, 22 2012 at the Hyatt Regency in the City of Valencia. The 2011 event, which was SFVCOG's inaugural Valley Mobility Summit, had over 300 civic and government leaders in attendance, and this year's attendance is expected to at least reach that mark. SCAG was a sponsor of this event last year. Staff recommends a $1,000 "Table" sponsorship, which includes:

- Table for 10, with signage.
- Signage in the auditorium and slideshow.
- Listing in the program and on the website.

11) California ARB Haagen-Smit Symposium on a Sustainable Freight System for California, May 2013 ($10,000)
SCAG will participate with the California Air Resources Board (ARB) in coordinating the May 2013 2012 Haagen-Smit Symposium, which brings together policymakers; business and freight industry leaders; environmental, community, and labor representatives; and researchers to talk candidly about the need and actions to transform California's freight system to meet long-term air quality, climate, energy, transportation, and economic goals. Participation is by invitation to support discussion and to draft a Symposium declaration that guides the next steps.

After establishing the drivers for policy regarding sustainable freight infrastructure, speakers will briefly summarize the current state of technology and logistics operations for imports, exports, and domestic goods. Policymakers will listen as the other participants identify the key elements of a future freight system to meet their needs. This will provide the context for discussion of potential policy mechanisms to achieve change. Participants will engage in a dialogue to craft recommendations for the ARB as it develops a Sustainable Freight Strategy for California and for use by other agencies as they prepare related state/regional plans.

Staff recommends a $10,000 "Gold" sponsorship and partnership with the Southern California Leadership Council in order to maximize Southern California leaders participation. Sustainable Goods Movement is a high priority for the Regional Council

12) Exporting Conference, October 18, 2012 ($1,000)
The San Gabriel Valley Economic Partnership (SGVP) will host an Exporting Conference on October 18, 2012 at the Fairplex Conference Center. Staff is recommending a Partner sponsorship of $1,000.

13) The South Coast Air Quality Management District (AQMD) – 24th Annual Clean Air Awards ($400)
AQMD will host the 24th Clean Air Awards Luncheon on October 12, 2012 at the Millennium Biltmore Hotel in downtown Los Angeles. AQMD will be honoring individuals, communities, groups and businesses that have dedicated their efforts to cleaning the air and creating a more sustainable economy. The $400 sponsorship will include a SCAG table reservation for ten (10).

14) SCLN Southern California Visionaries 2012 Awards Luncheon, December 4, 2012 ($2,500)
On Tuesday, December 4, 2012, the Southern California Leadership Network (SCLN) will hold the Southern California Visionaries 2012 Awards Luncheon. The Southern California Visionaries Awards Luncheon celebrates dynamic leadership by recognizing outstanding achievements of the region's leaders. SCLN's leadership fellowships—Leadership L.A., Leadership Southern California, and California Connections—have already equipped more than 1,500 civic-minded thinkers with the community and regional collaboration skills necessary to address quality of life issues including traffic, water, clean air, education, and public safety. SCAG has successfully partnered with the SCLN for many years, with SCAG board members participating in the SCLN's leadership development program, the annual awards luncheon, and panel discussions on regional policy issues. The SCLN estimates there will be over 400 business, government, and non-profit leaders from

Southern California in attendance. SCAG staff is recommending a $2,500 (Bronze level) sponsorship, which includes:

- Table of ten (10) for the luncheon.
- Company name in event program.
- Sponsor recognition on all event signage and electronic promotions.
- Verbal recognition at the event.
- Half-page "Bronze Ad" in the tribute book.

15) Los Angeles Sustainability Collaborative (LASC) ($500)
The Los Angeles Sustainability Collaborative is hosting its Third Annual Awards Event on October 14, 2012. LASC is determined to create a more sustainable Los Angeles by promoting, funding, and informing the business community and providing solutions to environmental challenges. Staff recommends a $500 supporter sponsorship which includes two (2) complimentary tickets, and the SCAG logo or name included on poster, event web-page, and invitation.

All sponsorships have been included in the FY 2012/13 budget for a total of $30,400.

FISCAL IMPACT:
Up to $147, 739 (These funds are included in the approved FY13 budget.)

ATTACHMENT:
None.